REPORT

OF THE

BOMBAY CHAMBER OF COMMERCE

FOR THE YEAR 1896.

PRESENTED TO THE ANNUAL GENERAL MEETING
HELD ON THE 3RD FEBRUARY 1897.

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AT THE
BOMBAY GAZETTE STEAM PRINTING WORKS.

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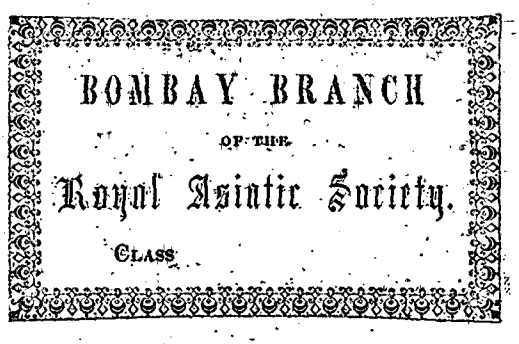

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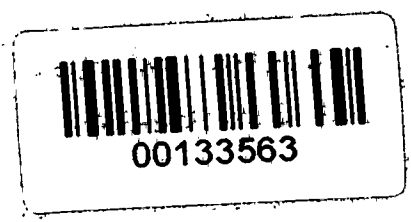

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Bombay Chamber of Commerce.

ESTABLISHED 22nd SEPTEMBER, 1836.

Honorary Members.

The Rt. Hon'ble LORD REAY, LL.D., G.C.I.E.
WILLIAM RATHBORNE, Esq.
A. H. CAMPBELL, Esq.
J. M. MACLEAN, Esq., M.P.

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THE SOUTH BRITISH FIRE & MARINE INSURANCE CO. OF NEW ZEALAND.
THE AGRA BANK, LIMITED.
THE BANK OF BOMBAY.
THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
THE MERCANTILE BANK OF INDIA, LD.
THE COMPTOIR NATIONAL D'ESCOMPTE DE PARIS.
THE HONGKONG AND SHANGHAI BANKING CORPORATION.
THE NATIONAL BANK OF INDIA.
THE IMPERIAL BANK OF PERSIA.
THE CREDIT LYONNAIS.
THE YOKOHAMA SPECIE BANK, LD.
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THE SOUTHERN MAHRATTA RAILWAY COMPANY.
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THE RUBATTINO S. N. COMPANY.
THE BOMBAY DYEING AND MANUFACTURING COMPANY, LIMITED.
THE INDIAN COTTON SEED PRODUCT COMPANY, Ld.
STANDARD OIL COMPANY OF NEW YORK.

RETIRING COMMITTEE.

A. F. BEAUFORT, ESQ., *Chairman.*
P. B. SAVILE, ESQ., *Deputy Chairman.*

Members.
MAJOR H. D. OLIVIER, R. E.
EDWIN YEO, ESQ.
(1) I. M. SHIELDS, ESQ.
F. GRAHAM, ESQ.
S. L. WYATT, ESQ
(2) C. G. GIRO, ESQ.
(3) JOHN SPINNER, ESQ.

COMMITTEE FOR 1897.

THE HON'BLE MR. A. ABERCROMBIE, *Chairman.*
R. H. MACAULAY, ESQ., *Deputy Chairman.*

Members.
G. A. BARNETT, ESQ., C. I. E.
C. G. GIRO, ESQ.
C. H. ARMSTRONG, ESQ.
C. BARBORO, ESQ.
F. A. REDDIE, ESQ.
J. K. MOIR, ESQ
E. SCHOEN, ESQ.

JOHN MARSHALL, ESQ., *Secretary.*

---

(1) Mr. H. W. ULOTH; (2) Mr. A. RODOCANACHI, and (3) Mr. H. STAUBER, who were appointed members of the Committee for 1896, having resigned office during the year on proceeding to Europe, Mr. I. M. SHIELDS, Mr. C. G. GIRO, and Mr. JOHN SPINNER, were appointed in their places.

PUBLIC HOLIDAYS

FOR THE YEAR 1897.

Sanctioned by Government under Section 25 of Act XXVI. of 1881 entitled the "Negotiable Instruments' Act, 1881":—

New Year	1st & 2nd January	Friday & Saturday	2 Days
Maha Shivaratri	1st March	Monday	1 Day.
Holi	19th March	Friday	1 ,,
Jamshedi Naoroz	22nd March	Monday	1 ,,
Easter	16th, 17th & 19th April	Good Friday, Saturday, and Monday	3 Days.
Queen's Birthday	Such day as may be fixed by the Governor-General in Council.		1 Day.
Whitsuntide	7th June	Monday	1 ,,
Mohurrum	12th June	Saturday	1 ,,
Cocoanut Day	12th August	Thursday	1 ,,
Gokul Ashtami	21st August	Saturday	1 ,,
Ganesh Chaturthi	31st August	Tuesday	1 ,,
Parsi New Year	14th and 15th Sept.	Tuesday and Wed.	2 Days.
Khordadsal	20th September	Monday	1 Day.
Dussera	5th October	Tuesday	1 ,,
Dewali	25th, 26th & 27th Oct.	Monday, Tuesday and Wednesday	3 Days.
Christmas	24th, 25th and 27th December	Friday, Saturday and Monday	3 Days.
New Year	31st December	Friday	1 Day.

Note.—Good-Friday, Christmas Day, and New Year's Day are holidays under the Negotiable Instruments' Act, but are included in the above list.

HOLIDAYS UNDER CHARTER-PARTIES

FOR THE YEAR 1897.

In accordance with the Resolution passed at a General Meeting of the Chamber of Commerce, held on the 22nd July 1881, the Committee of the Chamber beg to inform the Public that the following days have been fixed by them to be Holidays under Charter-Parties for the year 1897 :—

New Year	1st January	Friday	1 Day.
Holi	19th March	Friday	1 ,,
Easter	16th April	Good Friday	1 ,,
Queen's Birthday	Such day as may be fixed by the Governor-General in Council.		1 ,,
Mohurrum	12th June	Saturday	1 ,,
Cocoanut Day	12th August	Thursday	1 ,,
Gokul Ashtami	21st August	Saturday	1 ,,
Ganesh Chaturthi	31st August	Tuesday	1 ,,
Parsi New Year	15th September	Wednesday	1 ,,
Dussera	5th October	Tuesday	1 ,,
Dewali	25th & 26th October	Monday & Tuesday.	2 Days.
Christmas	25th December	Saturday	1 Day.

By order of the Committee,

JOHN MARSHALL,

Secretary.

RULES AND REGULATIONS

OF THE

Bombay Chamber of Commerce.

Revised and adopted down to the General Meeting of the Chamber held on 3rd February 1897.

I. THE object and duties of the Chamber shall be to encourage a friendly feeling and unanimity among commercial men on all subjects involving their common good; to promote and protect the general mercantile interests of this Presidency; to collect and classify information on all matters of general commercial interest; to obtain the removal, as far as such a Society can, of all acknowledged grievances affecting merchants as a body, or mercantile interests in general; to receive and decide references on matters of usage and custom in dispute, recording such decisions for future guidance, and by this and other means assisting to form a code of practice for simplifying and facilitating business; to communicate with the public authorities, with similar Associations in other places, and with individuals on all subjects of general mercantile interest; and to arbitrate between parties willing to refer to, and abide by, the judgment of the Chamber.

II. All persons engaged or interested in mercantile pursuits desirous of joining the Chamber, and disposed to aid in carrying into effect the objects of the same, shall be admitted Members by the vote of a majority of not less than two-thirds of those voting at a General Meeting, as provided for in Rule III.; the names of candidates with their proposers and seconders to be circulated to Members three clear days before the meeting; or by a majority of two-thirds of the votes taken by ballot in the rooms of the Chamber at which at least one-fourth of the Members of the Chamber have registered their votes. The ballot to take place after seven clear days' notice to the Members stating the names of the candidates proposed with their proposers and seconders, and the ballot shall remain open at least three clear days.

III. One fourth of the firms constituting the Chamber shall be held sufficient to form any General Meeting when the same has been regularly called together—one partner representing a firm; but two or more partners of one firm being present only to count as one Member of the Chamber. That seven clear days' notice shall be given before any resolution proposing changes in the Rules of the Chamber be brought forward, and that such notice be given in writing to the Secretary, who shall circulate it for the information of the Members of the Chamber.

IV. The Chamber reserves to itself the right of expulsion in case of need, to be decided at a General Meeting by a majority of three-fourths of the Members present at such General Meeting duly convened.

V. The subscription of each firm or Member of the Chamber shall be Rs. 15 per month, and the charge for a copy of each of the publications to Members be Rs. 20 per mensem.

VI. The affairs and funds of the Association shall be managed by a Committee of nine ordinary Members, consisting of the Chairman and

Deputy Chairman of the Chamber and seven Members ; and in the event of the elected representative of the Chamber in the Legislative Council of His Excellency the Governor in Council not being a Member of the Committee at the time of his nomination, he shall also be *ex-officio* a Member of the Committee during his term of office. The Chairman or Deputy Chairman, as the case may be, shall be *ex-officio* Chairman of the Committee, and in their absence the Committee shall elect their own Chairman. Three to be a quorum.

VII. The following shall be the rules with respect to the election of the Committee :—

1. The Committee shall consist of nine ordinary Members, one of whom shall hold the office of Chairman, and another that of Deputy Chairman of whom the two latter officers shall be elected by ballot. The elected representative of the Chamber in the Legislative Council of the Governor of Bombay shall also be *ex-officio* a Member of Committee during his term of office.
2. A separate ballot for the election of Chairman and Deputy Chairman shall take place annually on different days, between the 1st and 20th of December in each year, as may be fixed by the then sitting Committee : the election of Chairman shall take place first. The new Committee shall take office on the 1st of January in each year, and continue to act until the 31st December following. Should any delay take place in the election of the new Committee the retiring Committee shall hold office until the new Committee is formed.
3. In order that the various interests connected with the Chamber may be fully represented on the Committee, there shall be at least four Mercantile Members, and it is desirable that the remainder should severally represent the Banking, Railway and Shipping interests.
4. Two members of one Firm shall not be on the Committee at the same time.
5. No Member of the Chamber shall give more than one vote for a candidate.
6. The Secretary of the Chamber shall circulate among the Members the names of all the gentlemen who are eligible for election, seven clear days before the election takes place.
7. The retiring Committee shall appoint two days for the election of Chairman, and two days for the election of Deputy Chairman, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 A.M. till 6 P.M. on each day.
8. The voting shall be by papers signed by the Members and deposited in the ballot-box on the days appointed by the Committee.
9. The retiring Committee shall appoint two Scrutineers, who, at 6 P.M. on the second day of each ballot, shall open the box and declare the result.
10. Those who have the largest number of votes for the offices of Chairman and Deputy Chairman, shall be considered duly elected. In the event of the gentleman at the head of the

list for the Chairmanship or Deputy Chairmanship refusing to act, or of both refusing to act, there shall be a fresh election for either or both offices.

11. In the event of an equality of votes preventing the due election of either office-bearer, the Members of the Chamber shall vote afresh in the manner above laid down.

12. The remaining Ordinary Members of the Committee shall be nominated by the retiring Committee, in conjunction with the newly elected Chairman and Deputy Chairman; such nomination to be submitted to the Chamber at a General Meeting for confirmation.

13. In the event of a vacancy in the Committee, the remaining Members shall have the power of filling it up, unless it be a vacancy in the Chairmanship which shall in all cases be the subject of a special ballot. A vacancy shall be considered *ipso facto* to occur if a Member remain absent from Bombay for more than two months.

14. Those eligible for seats on the Committee are partners in firms who are Members, or managers holding powers of attorney; the officers in charge of Banking and Shipping establishments; the representatives of Railways and Joint Stock Companies; and those who are Members in their own right.

VIII. All questions before the Committee shall be decided by a majority, the Chairman having a second or casting vote in case of an equality of voters.

IX. The Committee shall meet on Friday, or on such other day as may be found by them most convenient, of every week, to receive and dispose of all communications and references, and to take under their consideration generally all matters embraced in the objects of the Chamber; and their proceedings shall be laid on the table for the inspection of all Members, subject to such regulations as they may make.

X. General Meetings of the Chamber shall be held quarterly, and at such other times as may be decided upon by the Committee, for the purpose of discussing any measures of public interest which may arise, and the Committee of the Chamber shall be entrusted with the selection of subjects for discussion at such Meetings, and they shall give notice of the same to the Members at least three days before the Meeting. The Annual General Meeting shall be held in the month of January, on such day as the Committee for the time being shall direct, and seven days' notice shall be given of such Meeting. A Special General Meeting shall be called by the Chairman, or by his order, or, if there be no Chairman, by the Secretary, within seven days after the receipt of a requisition from any three Members of the Chamber, but a majority of Members qualified to vote at a Meeting shall be required to constitute such General Meeting. All General Meetings of the Chamber shall be advertised in the newspapers.

XI. The Committee are authorised to provide suitable accommodation for the meeting of the Chamber, to pay all expenses of the establishment, and to control generally the management of the affairs of the Chamber.

XII. All moneys or funds of the Chamber, as received, shall be paid into the hands of the Treasurer or Treasurers for the time being

and the same shall be available by cheques signed by the Chairman or in his absence by the Acting Chairman for the time being, and by one other Member of the Committee; and an Auditor shall be appointed by the Members annually to audit the accounts of the Chamber.

XIII. A Secretary shall be appointed by a majority of Members in such way as the Committee for the time being may point out; and it shall be the duty of such Secretary to keep the records and accounts of the Chamber, to collect subscriptions, handing the same over to the Treasurer, to conduct correspondence, and to act generally under the directions of the Committee.

XIV. All the proceedings of the Committee shall be subject to approval or otherwise of General Meetings duly convened.

XV. Any stranger engaged or interested in mercantile pursuits visiting the Presidency may be introduced as a visitor by any Member of the Chamber inserting his name in a book to be kept for the purpose, but a residence of two months shall subject him to the rule for the admission of Members.

XVI. *Honorary Members.*—Gentlemen distinguished for public services, or eminent in commerce and manufactures, may be elected Honorary Members of the Chamber, and as such shall be exempted from paying subscriptions.

XVII. An Annual Report of the proceedings shall be made, and copies sent to the similar Associations in India, China, and elsewhere.

XVIII. The foregoing Rules shall be added to, or altered, only by a majority of Members of the Chamber.

XIX. The foregoing Rules shall be copied into a book, to be kept with the records of the Chamber, and shall be printed, and a copy delivered to each Member.

RULES FOR THE ELECTION OF PORT TRUSTEES.

Rules of the Chamber as to the manner in which the Elective Trustees of the Port shall be elected.

1. The names of those who wish to become candidates to be sent in to the Secretary of the Chamber seven clear days before the election takes place.
2. The Committee of the Chamber shall circulate the names of the applicants three clear days before the election.
3. The Committee shall appoint two days, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 A.M. till 6 P.M. on each day.
4. Votes may be given either in person or through any one duly authorized by a member of the Chamber.
5. The Committee shall appoint two scrutineers who, at 6 P.M. on the second day of the ballot, shall open the box and declare the result.
6. The candidates who have the largest number of votes shall be declared duly elected.
7. In the event of an equality of votes preventing the due election of any of the candidates, the members of the Chamber shall vote afresh in the manner above laid down.
8. In the event of a casual vacancy or the temporary absence of a Trustee, the above course shall be followed in the appointment of a substitute.

RULES FOR THE ELECTION OF MUNICIPAL COUNCILLORS.

Rules of the Chamber as to the manner in which the Members of the Municipal Corporation to be appointed by the Chamber in accordance with the City of Bombay Municipal Act III. of 1888, *shall be elected.*

1. The names of those who wish to become candidates to be sent in to the Secretary of the Chamber seven clear days before the election takes place.

2. The Committee of the Chamber shall circulate the names of the applicants three clear days before the election.

3. The Committee, with the concurrence of the Municipal Commissioner, shall appoint a day, which shall be duly advertised, upon which the balloting shall take place. The ballot-box shall be open from 10 A.M. till 6 P.M. on that day.

Votes may be given either in person or through any one duly authorised by a member of the Chamber; but the voting shall be in the manner prescribed for the election of the Chairman and Deputy Chairman of the Chamber.

5. The Committee shall appoint two scrutineers who, at 6 P.M. on the day of the ballot, shall open the box and declare the result.

6. The candidates who have the largest number of votes shall be declared duly elected.

7. In the event of an equality of votes preventing the due election of any of the candidates, the members of the Chamber shall vote afresh in the manner above laid down.

8. In the event of a casual vacancy the above course shall be followed in filling the vacancy.

COUNCIL OF THE GOVERNOR OF BOMBAY.

Rules for the election of a representative of the Chamber to be proposed to H. E. the Governor in Council for nomination as an Additional Member of the Council of the Governor of Bombay for the purpose of Making Laws and Regulations, under Section 1 (4) *of the Indian Councils Act,* 1892, *for Bombay, and Notification of the Legislative Department of the Government of Bombay, under date of 30th March* 1893.

(1) The election shall be by ballot on such day as the Committee of the Chamber for the time being shall appoint.

(2) Seven clear days' notice of the day fixed shall be given to members by circular or advertisement or both.

(3) A list of the persons eligible for election shall be circulated to members by the Secretary seven clear days before the day of election.

(4) Those eligible for election shall be partners in firms who are Members or Managers holding powers of attorney; the officers in charge of banking and shipping establishments, the representatives of railways and joint-stock companies, and those who are members in their own right.

(5) The voting shall be by papers signed by members and deposited in the ballot-box which shall be placed in the Chamber from 10 a.m. to 6 p.m. of the appointed day.

(6) Two scrutineers appointed by the Committee shall open the ballot-box at 6 p.m. on the appointed day and declare the result.

(7) The gentleman who has the largest number of votes shall be declared duly elected ; but in the event of an equality of votes for two or more nominees, the Members of the Chamber shall vote afresh in the manner above laid down.

(8) In the event of a casual vacancy the above course shall be followed in electing a nominee to fill the vacancy.

COMMITTEES OF ARBITRATION.

Seeing it to be desirable that questions affecting the prevailing customs of trade in Bombay should be settled in such a way that the decisions arrived at may be properly recorded, and stand thereafter as precedents to regulate the settlement of similar disputes, it was decided by the Chamber, at a General Meeting held on 3rd August, 1880, to try and institute such a system as it might be hoped would attain this object. References to the Chamber shall be open to all persons ; and if any question affecting, or subject to, the custom of the trade of Bombay be submitted, with the mutual consent of those interested, to the Committee of the Chamber, the latter will take it into consideration, and, if they consider it desirable, will appoint a Special Sub-Committee of Arbitration for its settlement under the following Regulations :—

1.—A Sub-Committee shall consist of three members, of whom at least one should belong to the General Committee of the Chamber.

2.—A record book shall be kept in which all details shall be entered both as to the questions in dispute, the decisions of the Committee, &c., &c. This book shall be open to all members of the Chamber.

3.—The Sub-Committee may refer to the General Committee for instructions on any point of difficulty.

4.—With the concurrence of those interested, the Sub-Committee may take counsel's opinion or the evidence of experts, at the expense of the disputants.

—The Sub-Committee may decline to express an opinion on the plea that points of law are involved in the case.

6.—A unanimous opinion expressed by the Sub-Committee shall be at once communicated to the parties interested by the General Committee.

7.—Any member of the Sub-Committee dissenting from the conclusion arrived at by the other two may communicate his reasons for dissenting when the Report is handed in to the General Committee.

8.—An opinion given by the Sub-Committee from which dissent is expressed by any of the members shall be reconsidered by the General Committee.

9.—If, out of the General Committee, not less than three members consider that the expression of dissent is justified, the Sub-Committee may be asked to reconsider the case.

10.—If, on reconsideration, the opinion of the Sub-Committee remains unchanged, the decision shall be communicated to the parties interested by the General Committee.

11.—It shall be open to the General Committee to record, in such way as they may consider best, any cases which may be useful as precedents in establishing the custom of the Port.

12.—A fee of Rupees Thirty shall be payable to the Secretary of the Chamber by each of the parties to the Arbitration on filing their case, and shall be distributed as follows:—Rs. 15 to the General Funds of the Chamber, and the remainder equally among the arbitrators.

13.—In a laborious case, involving the taking of evidence and more than two sittings, the fees shall be fixed by the General Committee, and distributed in the proportions above indicated. Any extra expenses incurred shall be borne by the disputants.

The following addition to the regulations for Committees of Arbitration was passed at the Annual General Meeting of the Chamber held on 18th January 1891 :—

In the event of both parties to a dispute wishing to refer the matter to the settlement of the Chamber without, in the first instance, appointing a surveyor on either side, the Committee may undertake to deal with such disputes provided both parties agree to abide by the Chamber's decision. The fee in such cases shall be Rs. 20, of which Rs. 15 shall be paid to the arbitrator and the balance to the General Funds of the Chamber.

RULES FOR SURVEYS AND ARBITRATIONS ON PIECE-GOODS.

As agreed upon with the Native Piece-Goods Merchants' Association, 28th January 1885.

I.—Buyer and seller to have the option of selecting either an European or a Native Surveyor.

II.—The Native Surveyors to be chosen from among the following gentlemen :—

Mr. Damodher Gokuldas, of Messrs. Morarji Gokuldas & Co.
„ Mowji Premjee Toolsidas, of Premji Toolsidas, Esq.
„ Purshotam Cooverjee, of Tricamdas Purshotam, Esq.
„ Ramjee Lakhmidas.
„ Hemraj Canji.
„ Lakhmidas Bhimjee, of Messrs. Bhimjee Rowjee Sons & Co.
„ Canjee Dharamsey, of Kalidas Dharamsey, Esq.
„ Ruttonsey Damodher, of Megjee Hemraj, Esq.
„ Dharamsey Kallidas, of Ranchod Kallidas, Esq.
„ Purshotam Govindjee.
„ Burjorjee Cawasjee, of Cawasjee Temuljee, Esq.
„ Jivram Vishanjee, of Jagjeewan Govindjee, Esq.
„ Rowjee Naranjee, of Ruttonsey Canjee, Esq.
„ Liladhur Jeyram Naranji, of Messrs. Vishram Mowji & Co.
„ Narandas Thakersey Moolji, of Messrs. Thakersey Moolji Sons & Co.
„ Madhowjee Thakersey.
„ Laljee Jivraj, of Ghella Dayal, Esq.
„ Vishanjee Purshotam, of Megji Govind, Esq.
„ Jadowjee Jagjeewan, of Jagjeewan Hemraj, Esq.
„ Purshotam Govindjee, of Damodher Haridas, Esq.
„ Chaturbhoj Shivjee, of Gokuldas Shivjee, Esq.
„ Purshotam Naranjee.
„ Vithaldas Khetsey, of Purshotam Lakhmidas, Esq.
„ Mathradas Mowjee, of Gokuldas Morarji, Esq.
„ Jivandas Tricumdas.

III.—In the event of a dispute between Surveyors, the Surveyors to have the right, with the consent of their principals, to choose any umpire they can agree on.

But in the event of both principals not consenting, or in the event of the Surveyors not being able to agree together on an umpire, then the dispute must be referred to the Special Committee appointed by the Chamber of Commerce for purposes of arbitration.

IV.—This Special Committee will be composed of the following gentlemen or others as the Committee of the Chamber of Commerce for the time being may select :—

Mr. H. E. E. Procter, of Messrs. Killick, Nixon & Co.
„ C. H. Armstrong, of Messrs. Lyon & Co.
„ M. F. Reid, Bombay Company, Limited.
„ J. Fairclough, of Messrs. Finlay, Muir & Co.
„ M. Ostermayer, of Messrs. M. Ostermayer & Co.

Mr. R. R. Owen, of Messrs. Owen & Okell.
" John M. Heyn, of Messrs. John M. Heyn & Co.
" W. G. Mayhew, of Messrs. Forbes, Forbes & Co., Ld.
" S. A. Nichols, of Messrs. J. Duxbury & Co., Ld.
" A. McLaggan, of Messrs. C. H. B. Forbes & Co.
" Paul Masotti, of Messrs. A. Blascheck & Co.
" L. B. Ker, of Messrs. Ritchie, Steuart & Co.
" Frank M. Flower, of Messrs. Edward Bates & Co.
" A. Abercrombie, of Messrs. Latham, Abercrombie & Co.
" H. Holmes, of Messrs. Latham, Abercrombie & Co.
" T. Sharples, of Messrs. Kerr, Tarruck & Co.
" A. H. Hammond, of Messrs. Greaves, Cotton & Co.
" O. Schillizi, of Messrs. Ralli Brothers.
" J. Brandenburg, of Messrs. E. Spinner & Co.
" J. W. Brown, of Messrs. C. Macdonald & Co.
" F. W. Shaw, of Messrs. Fleming, Shaw & Co.
" John Pollard, of Messrs. Fleming, Shaw & Co.
" E. F. Allum, of Messrs. Aldridge, Salmon & Co., Ld.

V.—The selection of arbitrators from this Special Committee will rest with the Committee of the Chamber of Commerce for the time being, one arbitrator being appointed to decide each appeal.

VI.—The fee for each arbitration will be Rs. 15, of which Rs. 5 to be paid to the Chamber and Rs. 10 to the arbitrator, loser paying subject to the provisions of the rule following.

VII.—It is to be understood that in the event of it being proved to the satisfaction of Surveyors that the importing house had previously offered an allowance in settlement of the dealer's claim equal to, or more than, the allowance granted by the Surveyors, then the whole cost of the survey shall fall on the dealers. On the other hand, if it be proved to the satisfaction of Surveyors that the dealer had offered to accept an allowance equal to, or less than the allowance decided on by the said Surveyors, then the whole cost of the survey shall fall on the importing house.

VIII.—The award of the umpire whether chosen by the arbitrators or appointed by the Committee of the Chamber is to be final, and his decision need not necessarily coincide with the opinion of either of the two previous arbitrators.

RULES AND REGULATIONS

For the Measurement by Callipers upon Exports from Bombay of Cotton, Wool, Hemp, and other Pressed Bales.

I. CALLIPERS shall from time to time be submitted to the Secretary of the Chamber of Commerce, and, if found correct, shall be branded with a stamp bearing the name of the Chamber, to indicate the same.

II. If, from use or otherwise, any Calliper should get out of order and be objected to, the party objecting shall send the Callipers to the Chamber for examination, and should the objection be valid, the Chamber's stamp shall be defaced by the Secretary. If, however, the objection is found to be groundless, the Secretary shall give a note to that effect, and the party objecting shall be bound by his decision.

III. Any Callipers found incorrect, and on which the stamp has been defaced, may be restamped after adjustment.

IV. No measurements shall be held good except such as are taken by Callipers bearing the Chamber's stamp.

V. Public Measurers shall be appointed under the authority of the Chamber of Commerce, and stationed at the different Bunders, to measure pressed bales of Cotton, Wool, Hemp, and other merchandise.

VI. A Fee, the amount of which shall in no case exceed half an anna per bale, but which may be regulated by the Chamber from time to time in order to meet the expenses of the necessary establishment, shall be levied on all bales measured by the duly appointed Measurers.

VII. No bales shall be measured without the production of the Custom House Pass bearing the endorsement of the Measurement Fee Clerk, to the effect that the Fee has been paid.

VIII. The Measurers shall measure not less than five bales in every hundred, ascertaining the length of the bale and the greatest width and depth over the lashings, and as near the centre of the bale as possible, but not over the knots.

IX. The Measurer shall give a Certificate of Measurement, which must accompany the bales to the ship or steamer, and shall furnish the Shipper with a copy thereof. This Certificate, which shall be retained by the ship, shall state—

The date and hour of measurement,	The name of the ship or steamer,
The number of the boat,	The number of bales,
The name of the tindal,	The marks of the bales,
The name of the shipper,	The measurement.

X. The Shipper shall, if required, in writing, give the Agent of the ship or steamer notice in writing, of the time when, and the name of the Bunder on which his bales will be measured, in order that the ship or steamer may be represented.

XI. The bales shall be alongside the ship or steamer within 36 hours after measurement, weather permitting, or the certificate shall be void, and the bales shall be re-measured on board, written notice, however, in such case being given to the shipper, so that he may have the option of attending.

XII. The salaries of the Measurers, and all other expenses connected with this scheme of measurement, shall be paid by the Chamber from the Fee Fund raised under these Rules.

XIII. All matters pertaining to the measurement of Cotton as defined above, including the appointment of the Measurers, the fixing of their salaries, the payment of the same, and the doing of all things necessary for a proper and economical working of the scheme, shall be placed in charge of the General Committee of the Chamber.

XIV. No refund of Measurement Fees shall be allowed for sums under one Rupee.

XV. No claim for refund shall be allowed, unless presented within one month from the date of vessel's departure.

GENERAL RATES OF COMMISSION.

Table of General Rates of Commission chargeable in Bombay, as revised by the Committee of the Chamber of Commerce, and adopted at the General Meeting held on the 20th June, 1889.

IMPORT, EXPORT, AND GENERAL BUSINESS.

		Per Cent.
1.	On effecting insurance on amount insured	½
2.	On settling insurance losses, whether partial or total, also on procuring return of premium, exclusive of commission on receipt of cash	1
3.	On the sale or purchase of goods of all denominations (except as under)	2½
4.	On purchases of all kinds with the proceeds of goods sold, and on which a commission of 2½ per cent. has been previously charged	1
5.	On the sale or purchase of ships, of opium, and of diamonds, pearls, and jewellery of all descriptions	1
6.	On the sale or purchase of treasure or bullion	1
7.	On the sale or purchase of cattle	5
8.	On goods consigned which are disposed of by auction or sent to a shop, on net proceeds	2½
9.	On goods consigned and afterwards withdrawn, invoice cost.	1
10.	On guaranteeing the responsibility of persons to whom goods are sold on the amount of sale	1
11.	On attending the delivery of contract goods to the Government or individuals...	1
12.	On collecting house rent	1
13.	On sale or purchase of private Bills of Exchange	½
14.	On effecting remittances by Bills of Exchange	½
15.	On exchanging Government Securities of all descriptions, or investing money therein, and on transferring Government Paper from one constituent to another	¼
16.	On surrendering or depositing in the Treasury Government Securities of all descriptions	¼
17.	On recovering of bonds, or of bills for absentees overdue at the time of their being placed in the possession of the Agent.	1
18.	On debts when a process at law or by arbitration is necessary.	2½
19.	On debts when recovered without process of law or arbitration.	2½
20.	On managing the affairs of the estate for an executor or administrator	5
21.	On recovering funds from a bankrupt estate.	2½
22.	On guaranteeing bills, bonds or debts in general, by endorsement or otherwise	½

		Per Cent.
23.	On bills of exchange returned, noted or protested	¼
24.	On granting and cashing letters of credit	1
25.	On depositing Government paper as security for constituents.	½

NATIVE CONSIGNMENTS.

26. The recognised rate of commission in England on the sale of consignments from Bombay shall be 2½ per cent., exclusive of brokerage and guarantee, and the same is added to the Scale of Commissions sanctioned by the Chamber.

SHIPPING BUSINESS.

27. On procuring freight 2½

"When the freight is payable in sterling, the Commission shall be calculated on the sterling amount at the following rates for Bank Bills, viz., at the rate for 6 months' sight Bank Bills when the freight is by sailing ships, and at the rate for 3 months' sight Bank Bills when by steamers."

Brokerage, when actually incurred, shall be considered a legitimate charge in ship's accounts.

28. On collecting freight 2½
29. On tendering a vessel (if accepted) for the conveyance of troops; on the amount of the charter party 2½
30. On shipping goods of every description on which no commission for the purchase has been charged 1
31. On shipping treasure, bullion, and jewellery ... ... ⅛
32. On ship's disbursements when not in funds 1
33. On account of passage-money, whether the same passes through the Agent's hands or not 5
34. For executing orders to Charter or engage Tonnage in Bombay or at outports 2½
35. On realizing Bottomry Bonds or negotiating any loan on *respondentia* 1
36. On landing and re-shipping goods from any vessel in distress, stranded, or wrecked, or on landing or selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned,—on the declared value of all such goods as may be re-shipped, and on net proceeds of all such goods as may be publicly sold ... 1

If Opium, Indigo, Raw Silk or Silk Goods ... ... ½

If Treasure, Precious Stones, or Jewellery ... ... ¼

37. On moneys expended, *i.e.*, on all disbursements made in efforts to save Ship or Cargo 2½

Note applicable to Rates of Commission generally.—When the amount on which commission is payable is stated in rupees, the commission shall be calculated in that currency; and when in sterling at the rate provided for under Rule 27 of the General Rates of Commission which fixes the rate "on procuring freight."

SHIP FREIGHT INWARDS TO BOMBAY

PAYABLE IN BOMBAY.

THE Resolutions passed at the Special General Meeting of the Chamber on the 22nd March, 1871, regulating the payment in Bombay of Freight Inward to Bombay, were, at the General Meeting on the 9th August, 1876, in consequence of the altered condition of Exchange, cancelled as on the 1st January, 1877, from which date payment will be regulated in conformity with the following Resolution :—

> "That the conversion into Indian currency of sterling freight inward to Bombay, payable in Bombay, shall, unless otherwise stipulated, be made at the rate for Bank Bills on London payable on demand ; and that the rate ruling at the close of a mail shall be the rate applicable to such purpose during the subsequent week."

SHIP FREIGHT OUTWARDS FROM BOMBAY

PAYABLE IN BOMBAY.

RESOLUTION passed at the Annual General Meeting ofthe Chamber held on 25th January 1888 :—"That the resolution passed by the Chamber on 31st October, 1876, regarding ship freight outwards from Bombay, payable in Bombay, be altered as follows :—That freight outward from Bombay, stated in sterling, payable in Bombay (in the absence of any stipulation in the shipping order or charter party to the contrary), shall be converted into Indian currency at the rate for bank bills on London payable on demand ; and that the rate ruling at the close of a mail shall be the rate applicable for bills of lading presented during the subsequent week ; on difference of freight 4½ per cent. as customary in the case of sailing ships and 2½ for steamers being allowed as discount to cover cost of insurance and interest until the due date of the freight."

ANTE-DATING BILLS OF LADING.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July, 1881 :—

"That having considered the question of ante-dating bills of lading, either on dock receipts or for goods alongside, the Chamber is of opinion that such a proceeding is open to most serious objections and might involve grave responsibilities."

SHUT-OUT CARGO.

RESOLUTION passed at the Annual General Meeting of the Chambe held on 30th January, 1889 :—

"That the Resolution passed at the Special General Meeting of the Chamber on 22nd July, 1881, respecting shut-out cargo, be amended as follows :—That in cases when shipping orders have been issued without any special stipulation in respect of shut-out cargo, the shipper, provided he has fulfilled the terms of his shipping order, shall have the right to demand a fresh shipping order in the first going vessel for the same port from the agent of the vessel that has failed to take in his cargo, and shall also be entitled to recover any losses and additional expenses which he may have incurred through his cargo being shut-out. If the agent declines or omits to grant this, the shipper should himself have the power to engage the necessary tonnage, and to claim on the said agent for any difference in freight or other expense to which he may have been put."

DETENTION OF CARGO BOATS ALONGSIDE VESSELS.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July, 1881 :—

"That while recognizing the grievance which exists, the Chamber is unable to recommend a remedy that would be mutually satisfactory to those interested."

TONNAGE SCALE AT BOMBAY.

OLD SCALE.

STEAMERS.

At the Annual General Meeting of the Members of the Bombay Chamber of Commerce, held on Tuesday, 8th October, 1872, it was proposed by G. A. Kittredge, Esq., of Messrs. Stearns, Hobart & Co., seconded by Thomas Wilson, Esq., of Messrs. Antrobus & Co., and carried unanimously :—"That the subjoined Scale and the accompanying Rules be taken to regulate the steamer trade from Bombay and the Malabar Coast to the United Kingdom and the Continental Ports in Europe, in the absence of special agreement to the contrary" :—

1. That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet and 16 cwt. dead weight to the ton.
2. That Hides and Skins, whether in bales or bundles, be taken by measurement and not by weight.
3. That Oil be taken on the outside measurement of the cask.
4. That when Freight is payable on weight, the same is to be on the net weight delivered.
5. That these Rules and the subjoined Scale come into force for steamers from this date—Tuesday, 8th October, 1872.

SHIPS.

At a General Meeting of merchants held in the offices of the Chamber of Commerce, Bombay, on the 6th of June, 1856, convened by Circular under the direction of the Committee of the Chamber, William Forsyth Hunter, Esq., Chairman of the Chamber, in the chair, it was proposed by Henry Scott, Esq., of Messrs. Finlay, Scott & Co., seconded by John Campbell, Esq., of Messrs. Campbell, Mitchell & Co., and unanimously carried :—"That from and after the 1st of January, 1857, the following amended Scale be taken to regulate the Trade from Bombay and the Malabar Coast to the United Kingdom, in the absence of special agreement to the contrary."

Proposed by James Fleming, Esq., of Messrs. W. Nicol & Co., and seconded by William Trevor Roper, Esq., of Messrs. Lawrence & Co., and carried unanimously :—"That the Freight on Oil be paid on the full gauge of the cask, ascertained at the port of discharge."

Proposed by Thomas Stock Cowie, Esq., of Messrs. Remington & Co., and seconded by John Parsons, Esq., of Messrs. Cardwell, Parsons & Co., and carried unanimously :—"That when Freight is payable on weight, the same is to be on the net weight delivered."

(Sd.) W. F. HUNTER, *Chairman.*

At the General Meeting of the Bombay Chamber of Commerce, held on 22nd July, 1881, the following Resolutions were passed :—

I. That the subject of the revision of the Tonnage Scale be laid before the next General Meeting, so that any member desiring the re-measurement of any particular article of export may have an opportunity of bringing forward his proposal by resolution.

II. That the General Committee be authorized to add new articles to the Tonnage Scale after testing them, notice being given to members by circular, and to the public by advertisement, of the time and place of such testing, and that such additions, before being formally entered in the Tonnage Scale, shall be sanctioned at a General Meeting of the Chamber.

III. That in any revision of the Tonnage Scale, which might be decided on by the Chamber, or any addition thereto, the present basis for ship and steamer tonnage shall be adhered to.

NEW SCALE.

At a General Meeting of the Bombay Chamber of Commerce, held on 20th of July 1883, the following Resolution was passed :—

That Rule I. prefixed to the Tonnage Scale be cancelled, and the following rule be substituted :—That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet to the ton, but in no case to exceed 20 cwt. dead-weight.

Articles.	Steamers Old Scale.	Steamers New Scale.	Ships.
	To the Ton.	To the Ton.	To the Ton.
Aloes, in kegs	40 feet.	...	16 cwt.
Alum, in bags	16 cwt.	...	20 cwt.
Annato, in cases	40 feet.	...	50 feet.
Apparel	40 feet.	...	50 feet.
Arrowroot, in cases ...	40 feet.	...	50 feet.
Assafœtida, in cases ...	40 feet.	...	50 feet.
Bajree, in bags	16 cwt.	18 cwt.	20 cwt.
Barilla	16 cwt.	...	20 cwt.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton.
Barley, in bags	...	15 cwt.	...
* Bran, in bags (pressed) ...	...	10 ,,	...
Do. do. (unpressed)...	...	9 ,,	...
Bees' Wax, in cases ...	40 feet.	...	50 feet.
Betelnut, in bags	13 cwt.	...	16 cwt.
Blackwood, in straight square logs	40 feet.	...	50 feet.
Do. otherwise ...	16 cwt.	...	20 cwt.
Bone meal and bone dust ...	...	20 cwt.	20 cwt.
Bone-meal, in bags, (in accordance with the average quality of which a standard is preserved by the Chamber)	...	20 cwt.	...
Bones, crushed, in bags ...	...	...	...
Do. loose	...	...	...
Books	40 feet.	...	50 feet.
Borax, in cases	40 feet.	...	50 feet.
Do. in bags	16 cwt.	...	20 cwt.
Buffalo horns, in bundles ...	...	6 cwt.	8 cwt.
Bullion	per cent.	...	per cent.
Camphor, in cases... ...	40 feet.	...	50 feet.
Canes, Rattans, in bundles ...	13 cwt.	...	16 cwt.
Cardamoms, in bundles ...	40 feet.	...	50 feet.
Cassia Lignea, Fistula, and Buds	40 feet.	...	50 feet.
Chasum	8 cwt.	...	10 cwt.
China Root, in cases ...	40 feet.	...	50 feet.
Cigars	40 feet.	...	50 feet.
Cinnamon, in bales ...	...	...	6 cwt.
Do. in cases ...	40 feet.	...	50 feet.

* *Note.*—Pressed Bran to be understood as not less than 5 maunds (of 28 lbs. a bag of 45½×25 inches.

Articles.	Steamers Old Scale.	Steamers New Scale.	Ships.
	To the Ton.	To the Ton.	To the Ton.
Cloves, in cases	40 feet.	...	50 feet.
Do. in bags or frazils ...	8 cwt.	...	10 cwt.
Coals	...	..	20 cwt.
Cocoa, in bags	10 cwt.	...	12 cwt.
Coculus Indicus, in bags ...	13 cwt.	...	16 cwt.
Coffee, in cases	40 feet.	...	50 feet.
Do. in bags or frazils ..	12 cwt.	14 cwt.	16 cwt.
Coir, in bales	40 feet.	...	50 feet.
Do. in bundles or loose ...	5 cwt.	...	6 cwt.
Do. Rope, in coils	40 feet.	...	8 cwt.
Colocynth, in cases	40 feet.	...	50 feet.
Colombo Root, in bags ..	8 cwt.	...	14 cwt.
Copra, in robbins	8 cwt.	8 cwt.	12 cwt.
Do. in bags	...	..	12 cwt.
Cut Copra, in bags	...	11 cwt.	...
Coral, Rough (not specimen), in bags	16 cwt.	...	20 cwt.
Cotton Seed	...	13 cwt.	...
Cotton Seed (cleaned) in bags.	...	15 „	...
Cotton, in bales	40 feet.	...	50 feet.
Cowries, in cases	40 feet.	...	50 feet.
Do. in bags	16 cwt.	...	20 cwt.
Cubebs	10 cwt	...	12 cwt.
Cummin Seed, in cases ...	40 feet.	...	50 feet.
Cutch or Terra Japonica, in bags or baskets, unscrewed.	13 cwt.	...	16 cwt.
Dates, wet	16 cwt.	..	20 cwt.
Do. dry	13 cwt.	...	16 cwt.
Dhall, crushed in bags ...	..	17 cwt.	...
Dragon's Blood, in cases ...	40 feet.	...	50 feet.
Ebony, square and straight...	40 feet.	...	50 feet.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton.
Ebony, otherwise	16 cwt.	...	20 cwt.
Elephants' Teeth, in cases ..	40 feet.	...	50 feet.
Do. in bundles.	14 cwt.	...	18 cwt.
Do. loose ...	16 cwt.	...	20 cwt.
Fennel Seed	...	10 cwt.	...
Fenugreek or Methey Seed ...	...	17 cwt.	...
Flour in bags	...	18 cwt.	...
Flour middlings, or sharps, in bags	...	12 cwt.	...
Furniture	40 feet.	...	50 feet.
Galingals	10 cwt.	...	12 cwt.
Galls, in bags	13 cwt.	...	16 cwt.
Do. in cases	40 feet.	...	50 feet.
Ginger, dry, in cases	40 feet.	...	50 feet.
Do. in bags	10 cwt.	..	12 cwt.
Gram, in bags	15 cwt.	17 cwt.	20 cwt.
Groundnuts, shelled	13 cwt.	...	16 cwt.
Do. unshelled ...	...	6 cwt.	8 cwt.
Gums, of all kinds, in cases...	40 feet.	...	50 feet.
Gum Olibanum, in bags ...	13 cwt.	...	16 cwt.
Gum (Persian) in double bags Gum (Arabic) „ „ „	...	17 cwt.	...
Hurtall, in cases	40 feet.	...	50 feet.
Hemp, in screwed bales ...	40 feet.	...	50 feet.
Do. loose or in bundles ..	5 cwt.	...	7 cwt.
Hides&Skins, in screwed bales	40 feet.	...	50 feet.
Do. loose & in small bundles	40 feet.	...	12 cwt.
Horns, Buffalo and Cow, loose	13 cwt.	...	16 cwt.
Do. Deer, loose	6 cwt.	...	8 cwt.
Horn Tips, of any kind ...	13 cwt.	...	16 cwt.
Indigo, in cases	40 feet.	...	50 feet.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton.
Iron, old	...	20 cwt.	20 cwt.
Iron Rails...	...	20 cwt.	20 cwt.
Jackwood	40 feet.	...	50 feet.
Jowaree, in bags	16 cwt.	18 cwt.	20 cwt.
Lac Dye, in shells or cases ..	40 feet.	...	50 feet.
Lang, in bags	16 cwt.	18 cwt.	20 cwt.
Do. crushed, in bags ...	...	17 cwt.	...
Linseed, in bags...	16 cwt.	...	18 cwt.
Mace, in cases	40 feet.	...	50 feet.
Maize, in bags	...	16 cwt.	..
Mother-o'-Pearl, in cases ...	40 feet.	...	50 feet.
Do. in bags... ...	16 cwt.	...	20 cwt.
Mowra Flowers	16 cwt.	18 cwt.	20 cwt.
Do. Seed, in bags	13 cwt.	...	16 cwt.
Munjeet or Madder Root, in cases or bales...	40 feet.	...	50 feet.
Do. in bundles or bags...	8 cwt.	...	12 cwt.
Musk, in cases	40 feet.	...	50 feet.
Mussor, in bags...	16 cwt.	20 cwt.	20 cwt.
Myrabolams, in bags	13 cwt.	...	16 cwt.
Niger Seed	14 cwt.	...	17 cwt.
Nutmegs, in cases	40 feet.	...	50 feet.
Nux Vomica, in cases... ..	40 feet.	..	50 feet.
Do. in bags	13 cwt.	...	16 cwt.
Oil, of any kind, in casks	40 feet.	...	210 Im. g
Oil-seeds—			
Castor Seed, known as Bold Cawnpore description	...	10 cwt.	17 cwt.
Castor Seed, other sorts ...	...	13 cwt.	17 cwt.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton.
Teel or Gingelly Seed ..	14 cwt.	15 cwt.	...
Rape Seed	14 cwt.	16 cwt.	...
Mustard Seed	14 cwt.	16 cwt.	...
Opium	per chest.	...	per chest.
Paddy, in bags	13 cwt.	...	16 cwt.
Pepper, in bags	13 cwt.	...	16 cwt.
Pimento...	12 cwt.	...	14 cwt.
Plumbago, in bags	16 cwt.	...	20 cwt.
Pollards, in bags	...	10 cwt.	...
Poppy Seed, in bags (1½ cwt.)	14 cwt.	...	17 cwt.
Do. double bags (1½ ,,)	13 cwt.	...	16 cwt.
Poppy Seed, single bags (1¼ cwt.)	14 cwt.	...	17 cwt.
Do. double bags (1¼ ,,)	14 cwt.	...	17 cwt.
Rattans, in bundles ...	13 cwt.	...	16 cwt.
Do. Ground	13 cwt.	...	16 cwt.
Red Wood	13 cwt.	...	16 cwt.
Rhubarb in cases	40 feet.	...	50 feet.
Rice, in bags	16 cwt.	18 cwt.	20 cwt.
Safflower, in cases... ...	40 feet.	...	50 feet.
Do. in screwed bales ...	40 feet.	...	50 feet.
Do. in bags	8 cwt.	...	10 cwt.
Safflower Seed (Kurdai Seed or Kasumba), in bags ...	...	13 cwt.	...
Sago, in cases	40 feet.	...	50 feet.
Sal Ammoniac, in cases ...	40 feet.	...	50 feet.
Do. in bags ...	15 cwt.	...	18 cwt.
Salt	...	28 Indian maunds of 82⅔ lbs.	28 Indian maunds of 82⅔ lbs.
Saltpetre	16 cwt.	20 cwt.	20 cwt.
Sandal and Sapan Wood ...	11 cwt.	...	16 cw
Sealing Wax, in cases ...	40 feet.	...	50 feet.

ARTICLES.	STEAMERS OLD SCALE.	STEAMERS NEW SCALE.	SHIPS.
	To the Ton.	To the Ton.	To the Ton.
Senna, in bags	5 cwt.	...	6 cwt.
Do. in bales	40 feet.	...	50 feet.
Shells, Rough, in bags ..	16 cwt.	...	20 cwt.
Silk, in bales	8 cwt.	...	10 cwt.
Do. in cases	40 feet.	...	50 feet.
Soap, in cases	40 feet.	...	50 feet.
Sugar, in double bags ...	...	19 cwt.	20 cwt.
Talc...	16 cwt.	...	20 cwt.
Tallow	40 feet.	...	50 feet.
Tamarinds	15 cwt.	...	18 cwt.
Tea, in chests	40 feet.	...	50 feet.
Timber, Teak: Square Planks and Poon ...	40 feet.	...	50 feet.
Do. Round, one-fifth off ...	...	...	...
Tobacco, in bales	40 feet.	...	50 feet.
Tortoise Shells, in chests ...	40 feet.	...	50 feet.
Turmeric, in bags	11 cwt.	...	13 cwt.
Tutenague...	16 cwt.	...	20 cwt.
Unrated Wood	11 cwt.	...	14 cwt.
Weed Seed (in bags)	...	10 cwt.	...
Whanghees (*vide* Canes) ...	13 cwt.	...	16 cwt.
Wheat	16 cwt.	18 cwt.	20 cwt.
Wines and Spirits, in casks...	40 feet.	...	50 feet.
Do. in cases...	40 feet.	...	50 feet.
Wool, in screwed bales ...	40 feet.	...	50 feet.
Zedory	16 cwt.	...	20 cwt.

*** The Standard Ton at Bombay for Measurement Goods shall be taken at 50 cubic feet for ships.

SCALE OF LANDING CHARGES.

CHARGEABLE TO CONSIGNEES FOR THE LANDING OF GOODS.

Sanctioned by the Bombay Chamber of Commerce, at the Annual General Meeting of the Members held on 30th of October, 1877.

[These rates are understood to be maximum rates and to cover landing cranage, and delivery on the Bunder, but not Bunder Fee.]

Articles.	How Charged.	Rs.	a.	p.
Almonds	Bag.	0	1	0
Alum	Ton.	1	4	0
Arowroot	In moras of 1½ cwt.	0	2	0
Do.	In cases of 1 cwt.	0	2	0
Asphalte	Ton.	1	4	0
Assafœtida	Bag.	0	6	0
Beer and Porter	Hogshead.	0	8	0
Beads	Case.	0	5	0
Boilers	...	Special.		
Books	Ordinary Case.	0	5	0
Boots	Case.	0	5	0
Borax	Do.	0	5	0
Brassware (with cranage) ...	Ton.	1	12	0
Do. (without do.)	Do.	1	4	0
Brass Leaves	Case.	0	2	0
Bricks, Fire	Ton.	1	4	0
Bullion	...	Special.		
Camphor	Case.	0	4	0
Do.	Tub.	0	1	6
Candles	Cwt.	0	3	0
Canvas	Bale.	0	5	0

ARTICLES.	How Charged.	Rs.	a.	p.
Cardamoms	Bag.	0	2	0
Do.	In cases of 2 cwt.	0	6	0
Carpets	Package.	0	7	0
Carriages	Each.	8	0	0
Cashewnuts	Bag.	0	2	0
Cassia	Case.	0	3	0
Cement...	Ton.	1	12	0
Chalk	Do.	1	4	0
Chillies...	Bag.	0	1	0
Cheroots	In cases of 10,000	0	8	0
Clay, China, or Fire	Ton.	1	12	0
Cloves	Bag not exceeding 1½ cwt.	0	1	3
Cochineal	Case.	0	5	0
Cocoanuts	Bundle.	0	2	0
Coal (on the South of the P. & O. Co.'s Dock)...	Ton.	0	12	0
Do. on the North of the P.& O. Co.'s Dock)...	Do.	1	0	0
Coffee (in Bags)	Do.	1	8	0
Coir	In bundles of cwt.	0	1	0
Copper and Yellow Metal (in Cases) ...	Ton.	1	12	0
Do. do. (in Cakes or Slabs)...	Do.	1	6	0
Copra	Bag.	0	1	0
Do.	Robbin.	0	2	0
Copperas or Sulphate of Copper ...	Ton.	1	12	0
Cotton, Full-pressed Bales	Bale.	0	5	0
Do. (Unpressed) in Docras and Half-pressed Bales	Cwt.	0	1	6
Crackers	Case.	0	4	0
Crockery	Cask or Crate.	1	0	0
Dates, dry (in Mats or Bags)	Cwt.	0	1	0

ARTICLES,	How Charged.	Rs.	a.	p.
Dates, wet (in Mats or Bags)	Cwt.	0	1	0
Drugs	Bag or Case.	0	5	0
Fishmaws and Sharkfins	Bag.	0	4	0
Flax	Bale.	0	5	0
Flour	Ton.	1	12	0
Fruits, dried (in Bags, &c.)	Cwt.	0	1	0
Ghee...	Dubber.	0	4	0
Ginger, dried	Case or Bag.	0	3	0
Glass, Window	Case.	0	2	0
Grain of all sorts	Bag.	0	1	0
Groundnuts	Do.	0	1	0
Gum (in Bags)	Cwt.	0	1	0
Gunny Bags	Bale.	0	6	0
Do. Bundles (Bundle of 50) ...	Bundle.	0	1	0
Haberdashery and Millinery ...	Small Case.	0	4	0
Do. do.	Large do.	0	6	0
Hardware (with cranage)	Ton.	1	12	0
Do. (without do.)	Do.	1	4	0
Hides (in pressed Bales)	Cwt.	0	1	0
Indigo	Case.	0	6	0
Ironmongery (with cranage)... ...	Ton.	1	12	0
Do. (without do.)... ...	Do.	1	4	0
Iron (Loose and in Bundles)... ...	Do.	1	4	0
Do. Pig	Do.	1	0	0
Jaghery	Bag.	0	1	0
Jute	Bale.	0	5	0
Lashings	Do	0	5	0
Lead Sheets	Ton.	1	12	0
Lead, Pig	Do.	0	4	0
Mace...	Case	0	3	0

ARTICLES.	How Charged.	Rs.	a.	p.
Machinery (weight or measurement as per Bill of Lading)	In pieces under a ton, per ton.	1	12	0
Marble Slabs	Do.	2	0	0
Matches	Case.	0	5	0
Mats of sorts...	Cwt.	0	1	0
Medicine	Case.	0	5	0
Millinery and Haberdashery	Small Case.	0	4	0
Do. do.	Large do.	0	6	0
Nuts of sorts (in Bags)	Cwt.	0	1	0
Nutmegs (in Bags or Cases)	Do.	0	1	0
Oils (in Casks)	Ton.	2	0	0
Oil (Europe)	Case.	0	1	0
Oil, Austrees	Large Case.	0	3	0
Do.	Small do.	0	1	0
Paper	Bale or Case.	0	5	0
Do. China	Do.	0	3	0
Paint (in Oil)...	Ton.	2	8	0
Pepper (in Bags)	Cwt.	0	1	0
Pianos	Each.	5	0	0
Piece Goods from Europe	Bale or Case.	0	5	0
Porter and Beer	Hogshead.	0	8	0
Quicksilver	Bottle.	0	3	0
Red Lead	Ton.	1	12	0
Rice	Bag not exceeding 1½ Cwt.	0	1	0
Rope (with cranage)	Ton.	2	0	0
Do. (without do.)	Do.	1	8	0
Saffron	Case.	0	5	0
Safflower	Bag.	0	2	0
Saltpetre (in Bags)	Cwt.	0	1	0
Seeds, in Bags	Do.	0	1	0

ARTICLES.	How Charged.	Rs.	a.	p.
Sharkfins and Fishmaws	Bag.	0	4	0
Shells (Mother-o'-Pearl), in Bags ...	Cwt.	0	1	0
Shellac	Case.	0	4	0
Silk, China	Bale.	0	6	0
Do. Pieces	Case.	0	6	0
Skins, Goat (in Bales or Bundles) ...	Cwt.	0	1	0
Spelter	Ton.	1	4	0
Spices, in Bags or Cases	Cwt.	0	1	0
Spirits, Wine and Beer, per dozen Quarts or 2 dozen Pints	Dozen.	0	1	0
Stationery	Package.	0	5	0
Steel (in Kegs and Loose)	Ton.	1	4	0
Sugar	Bag not exceeding 1½ cwt.	0	1	3
Sulphur	Ton.	1	12	0
Tallow	Cask.	0	5	0
Tea	Half Chest.	0	1	0
Do.	Whole do.	0	2	0
*Tiles (Roofing and Flooring)	Ton.	1	4	0
Timber, Logs and Squares	Ton of 50 C. Feet.		4	0
Do. Scantlings, Shingles, &c ...	Do.	1	8	0
Tin Plates (in Boxes)	Ton.	1	4	0
Tobacco	Case.	0	4	0
Turmeric	Bag.	0	1	0
Tusks, Elephant	Bundle.	0	6	0
Do. do.	Piece.	0	2	0
Twist or Yarn	Bale.	0	5	0
Umbrellas	Case.	0	5	0
Vermilion	Do.	0	4	0
Wine and other Liquors	Hogshead.	0	10	0

* Sanctioned at the Annual General Meeting of the Chamber held on 13th January, 1886.

ARTICLES.	How Charged.	Rs. a. p.
Wine and other Liquors	Quarter-Cask.	0 5 0
Wool, Pressed	Bale.	0 5 0
Do. Unpressed	Bora.	0 8 0
Yellow Metal and Copper (in Cases)..	Ton.	1 12 0
Do. do. do. (in Cakes & Slabs)...	Do.	1 6 0

BENGAL CHAMBER OF COMMERCE.

TONNAGE SCHEDULE AND MEASUREMENT RULES FOR THE PORT OF CALCUTTA.

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Aloes, in bags and boxes	20	.....
Alum, in ditto	20	.....
Aniseed, in bags	8	.....
Arrowroot, in cases	.....	50
Arsenic, in bags or cases	20	.....
Assafœtida, in bags and boxes	20	...
Apparel, in boxes	.....	50
Bark, in bags	8	.....
Bees' Wax	20 gross.	
Barilla	20	.....
Betel-nut	20	.....
Books	.....	50
Borax	20	.....
Bran	14	.....
Brimstone	20	.....
Bullion	at per cent.	
Cake-lac, in bags	16	.....
Camphor, in cases	.....	50
Cardamoms, in robbins	8	.....
Cardamoms, in boxes	.....	50
Cassia, in boxes	.....	50
" bags	12	.....
Castor Seed	15	.....
Chillies (dry), in bags	8	.....
China Root, in bags	11	.....
" boxes	.....	50
Chiretta, in bales	16	50
Churrah	14	.....
Cigars	.....	50
Cloves, in bags	8	.....
" boxes	.....	50
Coals	20	.....
Cochineal	.....	50
Coffee, in bags	18	.....
" casks	16	.....
Coral, rough	20	.....
Coir, loose and unscrewed	12	.....
Coir, in dholls	10	.....
Copras, or Cocoanut Kernel	14	.....
Coriander Seed	12	.....
Cotton, in bales	Actual measurement at	50
Cowries	20	.....
Cummin Seed	8	.....
" Black	8	.....
Cutch, in bags	18	.....
Cutch, in cases	.....	50 not exceeding 20 cwt. gross.

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Dates, wet	20	.....
" dry	16	.....
Dholl	20	.....
Elephants' Teeth, in bulk	20	.....
Furniture	.....	50
Garlic and Onions	12	.....
Ginger	16	.....
Gram	20	.....
Gums, in cases	.....	50
Gunny Bags and Gunny Cloth	.....	50 not exceeding 2240 lbs. gross.
Gunjah	.....	50
Hemp	5 bales not exceeding.	52
Hides, Buffalo or Cow, cured	14 gross.	
Hoofs, Horn Shavings and Tips	20	.....
Horns, Cow, Buffalo, or Deer	20	.....
India Rubber, in bags	16	.....
" cases	.....	50
Indigo	.....	50
Iron	20	.....
Jute	5 bales not exceeding	52
Jute Cuttings	5 bales not exceeding	52
Lac Dye	.....	50
Lard	20 gross.	
Linseed	20	.....
Mace	.....	50
Machinery	20	.....
Metals	20	.....
Mathie Seed	18	.....
Myrabolams	16	.....
Molasses	2 puncheons or 4 hhds.	
Mother-o'-Pearl, in bags	20	.....
" chests	20	.....
Mowrah Flowers	20 cwt.	
Mowrah Seed	20 "	
Munjeet	.....	50
Mustard or Rape Seed	20	.....
Niger Seed	20	.....
Nutmegs, in cases or casks	.....	50
Nux Vomica	16	.....

TONNAGE SCHEDULE AND MEASUREMENT RULES FOR THE PORT OF CALCUTTA—*(contd.)*

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.	ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Oats	16	.....	Sealing Wax, in cases	.....	50
Oil, in cases ...	.....	50	Seed-lac, in cases.	.....	50
,, casks ...	4 hhds.		,, bags ...	16	.....
Oil-Seed Cake ...	20	.....	Senna	.....	50
Opium	per chest.		Shells, rough, in bags	20	....
Paddy	16	.....	Shell-lac, in cases.	.....	50
Palmatine, in bags.	16	... ..	,, bags..	16	..
Peas	20	.....	Silk Chussum ...	.....	50
Pepper, Long ..	12	.....	,, Waste ...	.....	50
,, Black ...	14	.....	Silk Piece-Goods...	.....	50
Planks and Deals.	.....	50	Skins	14 gross.	
Poppy Seed... ...	20	.....	Soap, country, in cases..	.....	50
Putchuck	10	.....	,, bags...	15	.....
Rags	.....	50	,, bar ...	20	... ...
Raw Silk, in bales.	10	.....	Stick Lac, in cases.	.....	50
Rattans, for dunnage	20	.....	,, bags.	16	.....
Red Wood, ditto ...	20	.....	Sugar	20	.....
Rhea...	5 bales not exceeding	52	Tallow, in cases or casks ...	20 gross.	
Rice	20	.....	Talc	20	.....
Rope, in coils ...	.....	50	Tamarinds, in cases or casks ...	20 gross.	
Rope, Lines and Twines, in bundles	16	... ..	Tapioca	.....	50
Rum, in casks ..	2 puncheons or 4 hhds		Tea	.....	50
			Teel Seed	20	... ..
Safflower	5 bales not exceeding.	52	Timber, round ...	.....	40
			,, squared ...	.....	50
Sago, in cases ...	.....	50	Tincal	20	... ..
Sal-ammoniac in bags	20	... ..	Tobacco, in bales...	5 bales not exceeding	52
Sal-ammoniac, in boxes	20 gross.		Tortoise Shells, in chests	.....	50
Saltpetre	20	.....	Turmeric	16	.....
Salt	20	.....	Wheat	20	... ..
Sapan Wood, for dunnage	20	.....	Wool...	.....	50

Jute, Jute Cuttings, Hemp, Cotton, Safflower, and other articles similarly packed, are screwed in bales varying from 300 to 400 lbs.

Goods in casks or cases to be calculated at gross weight when paying freight by weight.

At a Special General Meeting of the Chamber, held on the 29th November 1883, it was resolved—

That for Gunny Bags and Gunny Cloth the ton shall be 50 cubic feet not exceeding 2,240 lbs. "*gross.*"

That the term "*Dead Weight*" shall be understood to mean the following articles "*only*": Sugar, Saltpetre, Rice, Wheat, Gram, Dholl, Peas, and all Metals.

S. E. J. CLARKE, *Secretary.*

SCHEDULE OF COMMISSION CHARGES.

Revised and adopted by a Special General Meeting of the Bengal Chamber of Commerce, held on the 26th February 1892—with effect from that date.

1.	On the sale, purchase, or shipment of Bullion, Gold Dust, or Coin	1 per cent.
2.	On the purchase (when in funds) or sale of Raw Silk, Silk Piece Goods, Opium, Pearls, Precious Stones, or Jewellery	2½ „
3.	On purchasing ditto when funds are provided by the Agent	5 „
4.	On the sale or purchase of all other goods—the Commission in all cases to be charged upon the gross amount of sales, and in regard to purchases upon both cost and charges	5 „
5.	On returns for Consignments if made in produce ..	2½ „
6.	On returns of Consignments if in Bills, Bullion or Treasure	1 „
7.	On accepting Bills against Consignments	1 „
8.	On the sale or purchase of Ships, Factories, Houses, Lands, and all property of a like description ...	2½ „
9.	On goods and treasure consigned, and all other property of any description referred to agency for sale, whether advanced upon or otherwise, which shall afterwards be withdrawn ; and on goods consigned for conditional delivery to others and so delivered, on invoice amount at 2s. per rupee.	½ com.
10.	On making advances or procuring loans of money for Commercial purposes, when the aggregate commission does not exceed 5 per cent.	2½ per cent.
11.	On ordering or receiving and delivering goods or superintending the fulfilment of contracts or on the shipment of goods where no other commission is derived	2½ „
12.	On guaranteeing Bills, Bonds or other engagements, and on becoming security for administration of Estates, or to Government for the disbursement of public money	2½ „
13.	On *del-credere*, or guaranteeing the due realisation of sales...	2½ „
14.	On the management of Estates for Executors or Administrators	2½ „
15.	On chartering ships or engaging tonnage for constituents for vessels to proceed to outports for loading	2½ „
16.	On advertising as the Agents for Owners or Commanders of ships for cabin passengers, on the amount of passage money, whether the same shall pass through the Agent's hands or not ...	2½ „

17. On procuring freight for a ship by Shipping Order or Charter, or on procuring employment for a ship on monthly hire, or acting as Agents for Owners, Captains, or Charterers of a vessel, upon the gross amount of freight, brokerage inclusive ... ... 5 per cent
18. On engaging Asiatic Emigrants for a ship to the Mauritius, the West Indies, or elsewhere, upon the gross amount of earnings ... ... 5 „
19. On engaging troops for a ship to Great Britain or elsewhere on the gross amount of passage money for rank and file ... ... 2½ „
20. On realising inward freight, inward troop, emigrant, or cabin passage money ... ... 2½ „
21. On landing and re-shipping goods from any vessel in distress, or on landing and selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned—on the declared value of all such goods as may be re-shipped, and on the net proceeds of all such goods as may be publicly sold ... 2½ to 5 „
If Opium, Indigo, Raw Silk or Silk Piece Goods ... ... 1½ to 2½ „
If Treasure, Precious Stones or Jewellery ¾ to 1 „
22. On effecting Insurances, whether on lives or property ... ... 2½ „
23. On settling Insurance claims, losses and averages of all classes, and on procuring returns of premium ... ... 2½ „
24. On drawing, purchasing, selling, or negotiating Bills of Exchange ... ... 1 „
25. On debts or other claims when a process at law or arbitration is incurred in claiming them ... 2½ „
Or if recovered by such means ... ... 5 „
26. On Bills of Exchange returned dishonoured ... 1 „
27. On collecting house-rent ... ... 2½ „
28. On ship's disbursements ... ... 2½ „
29. On realising Bottomry Bonds, or negotiating any loan on *respondentia* ... ... 2½ „
30. On granting Letters of Credit ... ... 1 „
31. On sale or purchase of Government Securities and Bank or other Joint Stock Shares, and on every exchange or transfer, not by purchase from one class to another ... ... ½ „
32. On delivering up Government Securities and Bank or other Joint Stock Shares, on the market value ... ... ½ „
33. On all amounts debited and credited within the year (less the balance brought forward) upon which no commission, amounting to 5 per cent., has been charged ... ... ½ „

☞ *Brokerage when paid, is to be separately charged.*

S. E. J. CLARKE, *Secretary.*

COCHIN CHAMBER OF COMMERCE.

TONNAGE SCALE.

Goods.	Packages.	Shipping Ton.
Arrowroot	Cases	50 Cubic feet
Ditto	Bags	16 Cwts Nett
Bees' Wax	Cases	50 Cubic feet
Ditto	Bags	16 Cwts Nett
Betel Nut	Do. or Mats	16 do. „
Blackwood	In square Logs	50 Cubic feet
Blackwood otherwise	Do. do.	20 Cwts Nett
Cardamoms	Robbins	10 do. „
Ditto	Bags	10 do. „
Ditto	Cases	50 Cubic feet
Cassia	Bales	800 lbs. Nett } 50 Cubic feet.
Cinnamon	Do.	800 „ „ }
Ditto	Cases	50 Cubic feet
Cocoanut Oil	Casks	210 Imp. Gal. of 9¼ lbs. Nett.
Coculus Indicus	Robbins	14 Cwts. Nett
Ditto	Bags	16 do. „
Coffee	Casks	16 do. „
Ditto	Bags	18 do. „
Ditto	Cases	50 Cubic feet
Coir Yarn and Fibre	Pressed Bales	50 do. „
Ditto	Bundles	8 Cwts Nett
Ditto	Dholls not exceeding 4 lbs.	10 do. „
Coir Matting	Rolls	50 Cubic feet ; allowed off for the round
Coir Rope	Coils	10 Cwts Nett
Coir Junk	Pieces	12 do. „
Copprah	Robbins	10 do. „
Ditto	In Pressed Bales	50 Cubic feet
Ditto	Bulk	12 Cwts. Nett
Ditto	Bags	12 do. „
Ditto	Do. each cup cut in 4 pieces	14 do. „
Cotton	Pressed Bales	50 Cubic feet
Cowries	Bags or Cases	20 Cwts Nett
Cutch	Cases	50 Cubic feet
Ditto	Bags or Baskets	16 Cwts. Nett unscrewed
Cinchona	Bales	50 Cubic feet
Elephants' Teeth	Cases	50 do. „
Ditto	Bundles	18 Cwts. Nett
Ditto	Loose	20 do. „
Fish Oil	Casks	210 Imp. Gal. of 9¼ lbs. Nett.
Ginger	Cases	50 Cubic feet
Ditto	Bags	12 Cwts. Nett
Ditto	Casks	8 do. „
Gingelly Seed	Bags	20 do. „
Gums of all kinds	Cases	50 Cubic feet
Hemp	Screwed Bales	50 do. „
Hides	Unpressed	12 Cwts. Nett
Ditto Green	Do.	20 do. „
Ditto Dry	Bales	50 Cubic feet
Horns, Buffalo and Cow	Loose	16 Cwts. Nett
Ditto Deer	Do.	12 do. „
Lemon Grass Oil	Cases, Drums or Tanks	50 Cubic feet
Ditto	Drums	50 do. „
Linseed	Bags	18 Cwts. Nett
Myrabolams	Bags	16 do. „
Nux Vomica	Robbins	14 do. „
Ditto	Bags	16 do. „
Nutmegs	Cases	50 Cubic feet
Oil Seeds	Bags	17 Cwts. Nett
Other Oils	Tanks, Cases or Drums	50 Cubic feet

TONNAGE SCALE—(*contd.*)

Goods.	Packages.	Shipping Ton.
Pepper...	Bags	16 Cwts. Nett
Ditto	Robbins	14 do. ,,
Plumbago	Bags or Barrels	20 do. ,,
Poonac...	Do.	20 do. ,,
Rice	Bags	20 do. ,,
Saltpetre	Do.	20 do. ,,
Sandal and Sapan Wood.	... ...	20 do. ,,
Sandalwood Roots... ...	Do. or Bundles	10 do. ,,
Ditto	Loose	15 do. ,,
Sugar	Bags	20 do. ,,
Tallow	Casks and Cases	18 do. ,,
Tea	Chests	50 Cubic feet
Timber (all kinds) square logs or Planks	... ...	50 do. ,,
Ditto Round logs ...	... ...	50 do. ,,
Ditto otherwise	... ...	20 Cwts. Nett
Turmeric	Bags	14 do. ,,
Wheat	Bags	20 do. ,,
Ditto	Mooras	18 do. ,,
Citronella Oil..	Cases, Drums or Tanks ...	50 Cubic feet

Coir Junk, Horns, Oil Breakers, Hides loose, and all Packages not exceeding 56 lb. gross to be taken as broken stowage a half freight.

All goods shipped by measurement to be measured before shipment and the cubic contents entered on the face of the Bill of Lading. In measuring, the callipers are to take in the rope or iron on the one side of the bale and leave it out on the other, half inch to be given and taken alternately ; and that in any cases of dispute as to measurements the Master Attendant be requested to measure the disputed package ; and that his decision shall be considered final. The party found to be in error shall pay a fee of Rs. 15.

MADRAS CHAMBER OF COMMERCE.

TONNAGE SCALE.

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Aloes, in bags ...	20	...
Do. in boxes ...	20	...
Alum'...	20	...
Aniseed	8	...
Arrowroot, in cases	...	50
Assafœtida, in bags.	20	..
Do. in boxes	20	...
Apparel	...	50
Bark, in bags ...	8	...
Barrilla	20	...
Bees' Wax	20	...
Betel-nut	18	...
Books	...	50
Borax or Tincal ...	20	...
Do. in cases ...	...	50
Brimstone	20	...
Bullion	at per cent.	
Cake Lac, in Bags...	16	...
Camphor, in cases...	...	50
Cardamoms, in robbins...	8	...
Do. in boxes	...	50
Do. in bags..	10	...
Cassia, all sorts ...	..	50
Castor Seed... ...	15	...
Chillies, in bags ...	12	...
Do. in robbins..	14	...
China root, in bags.	11	...
Do. in boxes	...	50
Chiretta	...	50
Cigars	...	50
Cloves, in bags ...	8	...
Do. in chests ...	...	50
Coals	20	...
Cochineal	...	50
Coffee, in bags ...	18	...
Do. in robbins and casks.	16	...
Do. in cases ...	17	...
Coir Yarn and Fibre screwed bales.	...	50
Do. in bundles and dholls...	10	...
Coriander Seeds ...	12	...
Cotton, in bales ...	...	50
Do. in Piece Goods...	...	50
Cowries	20	...
Catch, in bags ...	17	...
Dates, wet	20	...
Do. dry	16	...
Dholl	20	..
Elephants' Teeth, in bulk...	16	...
Do. in cases...	...	50
Fennigarick Seeds...	16	...
Furniture... ...	...	50
Garlic and Onions	12	...
Ginger, in bags or bales...	12	...
Do. in cases ...	...	50
Gingelly Seed ..	17	...
Gram	20	...
Ground Nuts, in shell...	12	...
Do. shelled ...	16	...
Gums, in cases, not enumerated.	...	50
Gunny Bags ...	...	50
Do. Cloth ...	...	50
Gunjah	...	50
Hemp, in bales ...	...	50
Hides	...	50
Hoofs, Horn Shavings, and Tips...	20	...
Horns, Cow and Buffalo..	20	...
Do. Deer ...	16	...
Indigo	...	50
Jute, in bales ...	..	50
Lac Dye	...	50
Lard	...	50
Linseed	18	...
Mace, in cases ...	...	50
Machinery ...	20	...
Metals	20	...
Myrabolams ...	17	...
Molasses	20	...
Mother O'Pearl, in bags..	20	...
Do. in chests	20	...
Munjeet	...	50
Mustard Seed ...	18	...
Niger Seed ...	17	...
Nutmegs, in Chests	...	50
Nux Vomica, in bags or cases ...	16	...
Oats...	12	...
Oil, in cases ...	20	...
in casks ..210 Imp.	Gallons.	
Olibanum ...	18	...
Paddy, in bags ...	15	...
Pease	20	...
Paper, in bags ...	16	...
Planks and Deals.	...	50
Poppy Seeds ..	15	...
Putchuck... ...	10	...
Rape Seed ...	18	...
Raw Silk, in bales	10	...
Rattans	20	...
Redwood for Dunnage	20	...
Rhea, in bales ...	...	50
Rice, in bags ...	20	...
Roping, in coils ...	...	50
Do. lines and twines, in bundles	14	...
Do. coir, in coils...	10	...
Rum, in casks 210 Imp	Gallons.	
Safflower, in bales	...	50
Sago, in cases ...	...	50
Sal Ammoniac, in bags *	15	...
Do. in cases, ..	...	50
Saltpetre	20	...
Salt	20	...
Sapan Wood - ...	20	...
Sharks' Fins ...	16	...
Sealing Wax, in cases	...	50
Seed Lac, in cases	...	50
Do. in bags ...	16	...
Senna, in bales...	...	50
Sarsaparilla ...	...	50
Shells, rough, in bags	20	...
Shell Lac, in cases	...	50
Do. in bags ...	16	...
Silk Piece Goods...	...	50
Skins	...	50
Soap, country, in cases.	...	50
Do. in bags.	15	...
Do. in bars..	20	...
Stick Lac, in cases.	..	50
Do. in bags.	16	...
Sugar, including Jaggery in bags..	20	...
Tallow, cases or casks	20	...
Talc	20	...
Tamarind, in cases or casks ...	20	...
Tapioca	...	50
Tea, in chests ...	...	50
Timber	...	50
Tobacco, in bales ..	...	50
Tortoiseshell, in chests	...	50
Turmeric, in bags.	14	..
Wheat	20	...
Wool, in bales ...	...	50
All other articles not enumerated, in bales or cases..	...	50

RULE.

The articles mentioned in the margin are to be measured before shipment, at the press, godown, or on the beach, at the option of the shipper, and the measurement is to be entered on the face of the Bill of Lading. In measuring, the callipers are to take in the rope, or iron hoop, on the one side of the bale, and leave it out on the other. Half inches are to be given and taken alternately.

Coir, in Bales.
Cotton.
Gunjah.
Hemp.
Jute.
Mamjeet.
Sonna Leaf.
Wool.
Sarsaparilla.

Ten bales per cent. as a maximum are to be measured, moiety to be chosen by the shipper and moiety by the ship; and, in the event of any dispute arising, the bales are to be measured by a surveyor, to be appointed by the Chamber of Commerce. The surveyor's decision to be final, and his fee to be five rupees, one half to be borne by each party. All other goods to be measured at port of discharge.

J. A. BOYSON,
Chairman of the Chamber of Commerce.

MADRAS, 14*th February*, 1890.

KURRACHEE CHAMBER OF COMMERCE.

TONNAGE SCALE.

1. The Karachi Tonnage Scale for Steamers shall be on the basis of 40 cubic feet to the ton, but in no case to exceed 20 cwt. dead weight, except in the case of Salt.

2. The standard ton at Karachi for measurement of goods shall be taken at 50 cubic feet for Ships.

3. The Freight on Oil to be paid on the full gauge of the cask ascertained at the Port of discharge.

4. When Freight is payable on weight, the same is to be on the net weight delivered.

5. When cotton is shipped at a rate per bale, in the absence of special agreement, if the average measurement exceeds 13 feet per bale, the Ship shall be entitled to proportionate extra freight, but in no case shall a Ship be compelled to take bales larger than 14 feet.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Aloes, in kegs	40 feet.	16 cwt.
Alum, in bags	16 cwt.	20 ,,
Annato, in cases	40 feet.	50 feet.
Apparel	40 ,,	50 ,,
Arrowroot, in cases	40 ,,	50 ,,
Assafœtida, in cases	40 ,,	50 ,,
Bajree, in bags	18 cwt.	20 cwt.
Barilla	16 ,,	20 ,,
Barley in bags	15 ,,	18 ,,

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Bees' Wax, in cases	40 feet.	50 feet.
Betelnut, in bags	13 cwt.	16 cwt.
Blackwood, in straight square logs ...	40 feet.	50 feet.
Do. otherwise	16 cwt.	20 cwt.
Bone meal and Bone dust	18 ,,	20 ,,
Bones, crushed, in Bags	15 ,,	20 ,,
Bones, loose	8 ,,	10 ,,
Books	40 feet.	50 feet.
Borax, in cases	40 ,,	50 ,,
Do. in bags	16 cwt.	20 cwt.
*Bran, in bags (pressed)	10 ,,	.....
Bran, in bags (unpressed)	9 ,,	.....
Buffalo horns, in bundles	6 ,,	8 cwt.
Bullion	per cent.	per cent.
Camphor, in cases	40 feet.	50 feet.
Canes or Rattans, in bundles	13 cwt.	16 cwt.
Cardamoms, in bundles	40 feet.	50 feet.
Cassia Lignea, Fistula and Buds... ...	40 ,,	50 ,,
Chasum	8 cwt.	1 cwt.
China Root, in cases	40 feet.	50 feet.
Cigars	40 ,,	50 ,,
Cinnamon, in bales	.....	6 cwt.
Do. in cases	40 feet.	50 feet.
Cloves, in cases	40 ,,	50 ,,
Do. in bags or frazils	8 cwt.	10 cwt.
Coals	20 ,,	20 ,,
Cocoa, in bags	10 ,,	12 ,,
Coculus Indicus, in bags	13 ,,	16 ,,

* NOTE.—Pressed Bran to be understood as not less than 5 mds. (of 28 lbs.) in a bag of 45½ × 25 inches.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Coffee, in cases...	40 feet.	50 feet.
Do. in bags or frazils	12 cwt.	16 cwt.
Coir, in bales	40 feet.	50 feet.
Do. in bundles or loose	5 cwt.	6 cwt.
Do. Rope, in coils	40 feet.	8 ,,
Colocynth, in cases	40 ,,	50 feet.
Colombo Root, in bags	8 cwt.	14 cwt.
Copra, in robins	8 ,,	12 ,,
Do. in bags	.....	12 ,,
Do. cut in bags	11 cwt.	.....
Coral, Rough (not specimen), in bags ...	16 ,,	20 cwt.
Cotton Seed	13 ,,	14 ,,
Do. in bales...	40 feet.	50 feet.
Cowries, in cases	40 ,,	50 ,,
Do. in bags	16 cwt.	20 cwt.
Cubebs	10 ,,	12 ,,
Cummin Seed, in cases	40 feet.	50 feet.
Cutch or Terra Japonica, in bags or baskets unscrewed	13 cwt.	16 cwt.
Dates, wet	16 ,,	20 ,,
Do. dry	13 ,,	16 ,,
Dhall, crushed or split, in bags	17 ,,	20 ,,
Dragon's Blood, in cases	40 feet.	50 feet.
Ebony, square and straight	40 ,,	50 ,,
Do. otherwise	16 cwt.	20 cwt.
Elephants' Teeth, in cases...	40 feet.	50 feet.
Do. in bundles	14 cwt.	18 cwt.
Do. loose	16 ,,	20 ,,
Fennel Seed	10 ,,	.....

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Fenugreek or Methey Seed	17 cwt.	.....
Fishmaws (or Isinglass), in case... ...	40 feet.	.....
Flour	18 cwt.	.....
Do. Middlings or sharp, in bags ...	12 ,,	.....
Furniture	40 feet.	50 feet.
Galingals	10 cwt.	12 cwt.
Galls, in bags	13 ,,	16 ,,
Do. in cases	40 feet.	50 feet
Ghee, in dubbas or casks	40 ,,	15 cwt.
Ginger, dry, in cases...	40 ,,	50 feet.
Do. in bags	10 cwt.	12 cwt.
Gram	17 ,,	20 ,,
Groundnuts, shelled	13 ,,	16 ,,
Do. unshelled	6 ,,	8 ,,
Gums, of all kinds, in cases	40 feet.	50 feet.
Gum Olibanum in bags	13 cwt.	16 cwt.
Hurtall, in cases	40 feet.	50 feet.
Hemp, in screwed bales	40 ,,	50 ,,
Do. loose or in bundles	5 cwt.	7 cwt.
Hides and skins, in screwed bales ...	40 feet.	50 feet.
Do. loose and in small bundles	40 ,,	12 cwt.
Horns, Buffallo and Cow, loose ...	13 cwt.	16 ,,
Do. Deer, loose	6 ,,	8 ,,
Horn Tips, of any kind and hoofs ...	13 ,,	16 ,,
Indigo, in cases	40 feet.	50 feet
Iron, old or scrap	20 cwt.	.....
Iron or steel rails	20 ,,	.....
Jackwood	40 feet.	50 feet.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Jaggery	18 cwt.	.....
Jowaree, in bags.	18 „	20 cwt.
Lac Dye, in shells or cases	40 feet.	50 feet.
Lac (seed) in bags	13 cwt.	.....
Lang, in bags	18 „	20 cwt.
Lang, crushed, or Dhall	17 „	20 „
Linseed, in bags	16 „	18 „
Mace, in case	40 feet.	50 feet.
Maize, in bags	16 cwt.	20 cwt.
Mother-o'-Pearl, in cases	40 feet.	50 feet.
Do. in bags	16 cwt.	20 cwt.
Mowra Flowers	18 „	20 „
Do. Seed, in bags	13 „	16 „
Munjeet or Madder Root, in cases or bales	40 feet.	50 feet.
Do. in bundles or bags ...	8 cwt.	12 cwt.
Musk, in cases	40 feet.	50 feet.
Mussor, in bags	18 cwt.	20 cwt.
Mutter	18 „	20 „
Myrabolams, in bags	13 „	16 „
Niger Seed	14 „	17 „
Nutmegs, in cases	40 feet.	50 feet.
Nux Vomica, in cases	40 „	50 „
Do. in bags...	13 cwt.	16 cwt.
Oil, of any kind, in casks	40 feet.	210 Impl. gls.
Oilcake in cakes or lumps (in bags) ...	16 cwt.	.....
Oil Seeds—		
Castor Seed	14 cwt.	17 cwt.
Teel or Gingelly Seed	15 „	.....

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Rape Seed, Sita, Jamba and other kinds...	16 cwt.	.....
Muster Seed	16 ,,	.....
Khorassan	16 ,,	.....
Opium	per chest.	per chest.
Paddy, in bags...	13 cwt.	16 cwt.
Pepper, in bags	13 ,,	16 ,,
Pimento	12 ,,	14 ,,
Plumbago, in bags	16 ,,	20 ,,
Poppy Seed in single bags (1½ cwt.) ...	13 ,,	16 ,,
Do. do. (1¼ cwt.) ...	14 ,,	17 ,,
Do. double bags (1¼ cwt.) ...	14 ,,	17 ,,
Do. in bags (1½ cwt.)	14 ,,	17 ,,
Rails, iron or steel	20 ,,	.....
Rattans, in bundles	13 ,,	16 cwt.
Do. Ground	13 ,,	16 ,,
Red Wood	13 ,,	16 ,,
Rhubarb, in cases	40 feet.	50 feet.
Rice, in bags	18 cwt.	20 cwt.
Safflower, in cases	40 feet.	50 feet.
Do. in screwed bales	40 ,,	50 ,,
Do. in bags	8 cwt.	10 cwt.
Sago, in cases	40 feet.	50 feet.
Sal Ammoniac, in cases	40 ,,	50 ,,
Do. in bags	15 cwt.	18 cwt.
Salt	28 Indian maunds of 82 2/7 lbs.	28 Indian maunds of 82 2/7 lbs.
Salt Fish..	14 cwt.	14 cwt.
Saltpetre...	20 ,,	20 ,,
Sandal and Sapan Wood	11 ,,	16 ,,

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Sealing Wax, in cases	40 feet.	50 feet.
Senna, in bags	5 cwt.	6 cwt.
Do. in bales	40 feet.	50 feet.
Shells, Rough, in bags	16 cwt.	20 cwt.
Silk, in bales	8 ,,	10 ,,
Silk, in cases	40 feet.	50 feet.
Soap, in cases	40 ,,	50 ,,
Sugar, in bags	19 cwt.	20 cwt.
Tale	16 ,,	20 ,,
Tallow	40 feet.	50 feet.
Tamarind	15 cwt.	18 cwt.
Tanned Skins, in bundles	8 ,,	10 ,,
Do. in pressed bales	40 feet.	.....
Tea, in chests	40 ,,	50 feet.
Timber, Teak, Square Planks and Poon.	40 ,,	50 ,,
Timber, Teak, Round, (one fifth off) ...	.....	.....
Tobacco, in bales	40 feet.	50 feet.
Tortoise Shells, in chests	40 ,,	50 ,,
Turmeric, in bags	11 cwt.	13 cwt.
Tutenague	16 ,,	20 ,,
Unrated Wood	11 ,,	14 ,,
Whanghees (*vide* canes)	13 ,,	16 ,,
Wheat	18 ,,	20 ,,
Wines and Spirits, in casks	40 feet.	50 feet.
Do. in cases	40 ,,	50 ,,
Wool, in screwed bales	40 ,,	50 ,,
Zedory	16 cwt.	20 cwt.

CUSTOM OF THE PORT.

CUSTOMARY DISCHARGE OF CARGO FROM STEAMERS.

Resolution passed at the Annual General Meeting of the Chamber on 8th May 1893.

That the following alteration in the ruling of the Chamber as to what constitutes a customary day's work for steamers discharging at this port, be made, *viz.* :—

	Fair Season.	Monsoon Season.
For steamers discharging in the stream,		
4 hatches, per working day...	225 Tons.	200 Tons.
5 Do. do.	275 ,,	250 ,,
	Any time of the year.	
For steamers discharging at the Wharves,		
4 hatches, per working day... ...	350 Tons.	
5 Do. do.	400 ,,	

FREIGHT INWARDS.

PAYABLE IN KARACHI.

The conversion into Indian Currency of Sterling freight inward to Karachi, payable in Karachi, shall unless otherwise stipulated be made at the rate for Bank Bills on London payable on demand ; and the rate ruling at the close of a mail shall be the rate applicable to such purpose during the subsequent week.

FREIGHT OUTWARDS.

PAYABLE IN KARACHI.

Resolution passed at a General Meeting of the Chamber on 14th March 1883.

That Difference of freight Outward from Karachi stated in sterling, payable in Karachi (in absence of any stipulation on the Shipping Order or Charter Party to the contrary) shall be converted into Indian currency at the rate for Bank Bills on London payable on demand ; and that the rate ruling at the close of a Mail day, shall be the rate applicable to such purpose during the subsequent week, 4½ per cent. as customary in the case of sailing Ships, and 2½ for Steamers, being allowed as discount to cover cost of insurance and interest, until the due date of the Freight.

SHUT-OUT CARGO.

The Harbour Board ruling in relation to shut-out goods is as follows :—

That shut-out goods be in future charged half Import and half Export fees under the provisions of Rules 3 and 4 published under the Wharfage Fees Act III. of 1879.

ANNUAL REPORT.

THE Committee have the honour to submit, for the information of members, the usual annual report upon the matters which have been discussed and dealt with during their period of office, accompanied by an audited statement of the affairs and funds of the Chamber for the year ending 31st December 1896.

The administrative work of the Chamber, and the number of matters which the Committee have had to deal with during the year, have been well up to the average, both in variety and interest. There has been a notable diminution of references from Government with regard to commercial legislation; and for the first time in many years, in the records of the Chamber, there has not been a single case of special arbitration referred to the Committee for settlement during the past twelve months. One of the most important subjects discussed has been

RAILWAY EXTENSION.

In paragraphs which appeared in the public press in July last, it was intimated that proposals were before the Government of India for the meeting of an Official Committee, under the presidency of H. E. the Viceroy, for the comprehensive consideration of the railway schemes which had been suggested for adoption from various parts of India. With the view of ascertaining whether this information was correct, and whether time would be afforded the Chamber of laying before the Committee referred to its views respecting railway schemes on this side of India, the Committee placed themselves in telegraphic communication with the Secretary to the Government of India, Public Works Department,

Simla, who stated that the Government of India would be glad to receive and fully consider any expression of views from the Bombay Chamber of Commerce on the subject, but that as the Conference was only a meeting convened mainly as a matter of procedure to facilitate the disposal of business already before Government, and not with the object of eliciting fresh opinions and proposals, its representations should only be with reference to schemes already proposed to, or under the consideration of Government.

The Committee, therefore, in laying their proposals before the Government of India, confined their remarks to the following schemes in which they took special interest and which, they understood, were already before Government, namely, (1) the Nagda-Bara-Muttra line; (2) the Godhra-Baroda Chord line; (3) Amalner to Julgaon line; (4) Chalisgaon-Dhulia line; (5) Ajmere-Kuchaman-Rewari line. With respect to the first mentioned of these schemes, the Chamber submitted its views to Government in a separate communication, and reference to it is made under another heading in this report. But the Godhra-Baroda Chord Line scheme, the Chamber submitted, was immediately connected with the Nagda-Bara-Muttra undertaking, and, if constructed, would materially enhance the value and efficiency of the proposed communication with the North-West Provinces by shortening the total length about 30 miles, and at the same time avoiding two dangerous crossings of the Mahi river thus greatly improving the stability and working efficiency of the route. In fact, whether the Nagda-Bara-Muttra extension was sanctioned or not, the Committee of the Chamber urged upon Government the extreme desirability of constructing this chord line between Godhra and Baroda in the interests of the large traffic now being developed on the Godhra route. By the construction of the line from Amalner to Julgaon, in continuation of the Tapti Valley Railway

through communication would be opened out between Guzerat and the Central Provinces, and the value of the Tapti line would thereby be considerably enhanced, as there was every likelihood not only of a large local traffic but of a through trade of important dimensions being developed between Central India and Guzerat. In the same district there was also a proposed scheme for a railway from Chalisgaon station on the G. I. P. line to the town of Dhulia in Khandeish, which the Committee considered merited all possible support. Referring to the Ajmere-Kuchaman-Rewari scheme, the Chamber recommended this being constructed as a chord line from Rewari to Phalera, as the junction from Jhowra or Kuchaman would not then be necessary, the latter place being already in direct communication with Phalera. The construction of this chord line would shorten through communication between Delhi and Bombay on the metre-gauge system by about 40 miles, but if there were important objections to the construction of the chord line direct between Rewari and Phalera, the Committee said they would still be pleased to learn that the alternative route, already under consideration *via* Kuchaman, met with the approval of Government, as this would, to some extent, effect the same object although not so effectively as the shorter chord suggested. The Committee also called attention to a scheme for a short line from Nusserabad on the Rajputana-Malwa system which, if it was already before Government, and the Committee were in order in mentioning it in their communication, the Chamber would also desire to press on the favourable attention of Government.

In submitting these schemes the Chamber did not desire to enter into the respective merits of the various modes which might have been suggested for financing the cost, whether proposed by promoters or existing companies.

They, however, respectfully submitted that rupee capital should be afforded every possible inducement for investment, and where any schemes came before Government in which proposals were made alternatively in sterling or rupees, the Chamber strongly recommended that, other things being equal, rupee capital should always have the preference.

At the close of the year the Chamber had intimation from the Bombay Government that Her Majesty's Secretary of State for India had been placed in possession of the views of the Government of India on the general question of the construction of new branch lines of railway and extensions for the development of the country, and that His Lordship's orders were awaited.—(*Appendix* B.)

THE NAGDA-MUTTRA RAILWAY.

While advocating, on general lines, the extension of railway communication in India by means of feeder lines, the Committee of the Chamber have not been unmindful of the more pressing needs of the country to the development of main lines of communication. It has never been any part of the policy of the Bombay Chamber of Commerce to begrudge or object to railway development in other parts or centres of trade, and the recent correspondence initiated by this Chamber with the Agents and Home Boards of the B. B. & C. I. and G. I. P. Railways on the subject of the adverse rates ruling for goods traffic between Delhi and other centres in the North-West Provinces and Bombay, as compared with the rates charged over the East Indian Railway to Calcutta, again brought into prominence the disadvantage Bombay labored under from the want of direct through communication with the North-West on lines of one gauge and under one

administration. When, therefore, the co-operation of the Committee was invited to the urgent necessity of constructing the Nagda-Muttra Railway, the Chamber lost no time in representing the matter to the Government of Bombay and soliciting their strongest sympathy and advocacy with the Government of India for the immediate construction of the line. In the various communications from the Home Board and the Agent in this country of the B. B. & C. I. Railway Company, figures were given proving almost to demonstration the probably profitable character of the proposed Nagda-Muttra line, and all the information at the disposal of the Chamber indicated that it would traverse large tracts of fertile and in many instances well-populated country, with and in which a large trade could rapidly be developed by the introduction of railway communication. These considerations, the Committee submitted, would alone justify the early construction of the suggested line, but there was another potent argument in its favour, in the approaching opening of direct railway communication between Dehli and Karachi by means of the Southern Punjab Company, and the shortening of the distance to Calcutta from Delhi by the Chord Line from Mogul Serai to Asansol. When these lines are completed, as they will be at no distant date, the distance from Delhi to Karachi will be reduced to about 898 miles, and from Delhi to Calcutta to about 855 miles as compared with 888 miles to Bombay by the B. B. & C. I. and R.-M. Railways. If Bombay therefore has keenly felt the competition of Calcutta for the trade of the North-West with the advantage of 67 miles' shorter communication, it is not going too far to say that, when these competitive routes came into operation, trade, with the North-West Provinces, so far as this port was concerned, would be still further diverted if it be not within measurable distance of extinction.

The Committee are glad to state that the Chamber's representation has been forwarded by the Bombay Government to the Government of India, and that in doing so His Excellency the Governor-in-Council has expressed his opinion that the line should be undertaken at an early date.—(*Appendix* C.)

TAPTI VALLEY RAILWAY.

Reference was made to this undertaking in the Report for 1895, and the Committee are glad to say that the promoters having obtained the necessary concession from Her Majesty's Secretary of State for India on the 11th June, the Company was floated on the 17th of the same month, and the work of construction commenced on 30th November 1896. The line is 164 miles long, terminating at Amalner; the first portion of it passes through one of the most fertile parts of Guzerat; at Nandobar the promoters expect to tap a large area of cotton and wheat producing districts on both sides of the Tapti River, while the last 50 miles run through some of the richest tracts of the Khandeish Collectorate. From Amalner the G. I. P. Railway will continue the line to Julgaon, thus affording through and direct communication between Kathiawar, Guzerat, and Central India.

RAILWAY RATES FOR THE CONVEYANCE OF WHEAT AND SEEDS FROM DELHI, AGRA AND INTERMEDIATE STATIONS TO CALCUTTA AND BOMBAY.

The Committee of the Chamber have been in active correspondence with the Railway Companies and Government on this subject, in continuation of their previous representations, and in July last they addressed the Agent of

the B. B. & C. I. Railway at great length, reviewing the various communications received by the Chamber direct and the criticisms which had been evoked in other parts of India in connection with the action taken by the Chamber in this important matter, as also giving further facts and figures in support of their request for a reduction of rates. The main fact in the whole question, which the Committee endeavoured to impress on the Agent of the B. B. & C. I. and R.-M. Railways, and the one which neither could be nor was in any way disputed, was, that for equal distances rates from the North-West Provinces to Bombay were much heavier than to Calcutta, nor did they consider it worth while devoting time or space to demonstrating the equally incontrovertible fact that, other things being equal, lower rates would attract and higher rates repel traffic. The Committee believed that a revision of the rates levied between the North-West Provinces and Bombay and Calcutta respectively could be obtained by amicable arrangements with the competing lines, and failing that section 42 of the Railway Act afforded means of obtaining a remedy. But seeing from the tenor of the replies received from the Agent of the B. B. & C. I. and R.-M. Railways that he was not disposed to have recourse to this method, the Committee decided to submit the entire correspondence to Government, with a request that they might be pleased to take action under section 43 of the Act on the plea that the Chamber represented a class of traders in a local area being charged higher rates for similar services than a class of traders in another local area, and asking that a Commission might be appointed as provided for by the Act to deal with and adjudicate upon the question. The Committee accordingly addressed Government on 31st July 1896, stating that as the Agents of the Railway Companies, with whom the Chamber had been in correspondence, professed themselves powerless to effect of their own initiative

or even assist in obtaining any reduction in the existing charges to Bombay, the Committee saw no other way of obtaining redress for the commercial community than by respectfully soliciting Government to appoint Commissioners, under the Indian Railways Act, in terms of section 43 of which the Chamber held that it should lie on the railway administrations to show that the rates prevailing to Bombay from the North-West Provinces and Oudh were not preferential rates against Bombay traders.

To this request Government replied on the 20th August, pointing out that so long as the maxima rates laid down by the Government of India for particular railways were not infringed, there was nothing to prevent the administrations of those railways from altering the rates charged on their lines, if they considered it desirable to take such a step. As regards the appointment of a Commission, Government desired to be favoured with a more definite expression of the views of the Chamber as to the Railway Administration which gave undue or unreasonable preference, or against what Railway Administration the Chamber alleged that it charged any traders or class of traders lower rates than it charged to other traders or class of traders, adding that undue preference must be the act of one Railway Administration, and that the independent action of one Railway Administration could not render another Administration, which had no power to control the action of the first, guilty of the offence of undue preference.

Replying to this enquiry, the Committee informed Government that the Railway Administration which the Chamber alleged gave undue preference to one body of traders over another body, was the East Indian Railway, the action of which Company, they contended, came within the Section

of the Act referred to in the correspondence, as this Company deliberately prevented produce coming to Bombay by levying charges—on such portions of their line that it had to pass over to connect with the railways running towards Bombay—out of all proportion to those charged on their own line towards Howrah. The action of this Company, the Committee held, was unfair to Bombay traders, as it enabled them to benefit their line and unduly favour Calcutta traders. The Committee further added that they did not hold that the fact of the East Indian Railway not having exceeded, or gone below, the maxima and minima rates it could charge, affected the question at issue, and they considered that the policy of this Company could only be met—in view of the correspondence previously sent to Government—by action under Section 43 of the Indian Railways Act of 1890.

On the 8th September the Chamber was informed that its representation had been forwarded to the Government of India for such action as that Government might consider necessary.

In the interval the Chamber has been favoured by the Secretary to the Board of Directors of the B. B. & C. I. Railway with a copy of an extract (para. 44) from the Board's despatch to the Company's Agent in India in regard to the Chamber's letter to that official. The Board state that they are not prepared to admit that the charges made by that Company are "unfair" either absolutely for the service rendered, or relatively when compared with the charges made by the East Indian Railway to Calcutta, when the circumstances on the two systems are fairly considered. From various causes, the principal being an unbroken gauge, easier gradients, a closer equality between "Up" and "Down" traffic, coal costing per ton

less than a fifth of the price paid by the Company, more densely populated districts furnishing more abundant and cheaper labour, the East Indian Railway, the Board added, worked its traffic more cheaply than the B. B. & C. I. could. The Despatch then went on to say: "As "a result, taking the years 1894 and 1895 together, whilst "as stated in the letter of the Secretary of the Chamber, now "under reference, the traffic of the East Indian Railway cost "30·97 per cent. to work, the corresponding expenditure by "this Company represented 38·42 per cent., and this on a "higher rate of mileage charge. If, therefore, we could "work our traffic at as low a percentage of gross earnings as "the E. I. Railway Company do, we could be content with "the same mileage charge. This Company's average work- "ing cost was, in fact, both actually per ton mile, and rela- "tively to its gross earnings, considerably above the corre- "sponding expenditure of the East Indian Railway, and its "charges for wheat and seeds to Bombay are, consequently, "justifiably higher than the charges of the East Indian "Railway to Calcutta. The Board are, however, disposed to "consider that our rates to Bombay for seeds, which are "somewhat higher than for wheat, should be reduced to those "charged for wheat from North-West junction stations, and "that some further reductions in our charges for both from "competitive points may be advisable, but they will await "the General Traffic Manager's report as to what he deems "feasible, in the present position of the Company's available "means of transport, and without materially imperilling its "revenue, together with your own further observations on "the matter."—(*Appendix* D.)

RAILWAY RATES FOR THE CARRIAGE OF SEEDS FROM AKOLA TO BOMBAY AND CALCUTTA.

Information having reached the Chamber that during the month of March last considerable purchases of linseed had been made in Akola—a station on the G. I. P. line in the Berars—for the Calcutta market, the Committee caused enquiries to be made and ascertained that although the distance from Akola to Bombay was only 363 miles and from Akola to Calcutta 916 miles, the difference in freight charged was only one anna and 8 pies per maund in favour of Bombay. They accordingly addressed the Agent of the G. I. P. Railway on the subject, under date of 14th April, calling his attention to the matter and pointing out that such a relative scale of rates was likely to adversely affect Bombay as a shipping port as compared with Calcutta. Were the rates, the Committee pointed out, on the G. I. P. line based on even an approximately level scale for the respective mileages, it would be absolutely impossible for buyers of linseed on the Calcutta side to touch the markets within something like 250 miles on the Calcutta side of Akola, and they, therefore, considered that the question of their through rates in conjunction with the Bengal-Nagpore route to Calcutta and Bombay respectively, demanded careful consideration with a view to revision, having regard to the fact that the Bengal-Nagpore line was in process of extension to Calcutta direct, after the accomplishment of which they would be in a position to give still lower through rates to Calcutta than they at present did through the intermediary of the East Indian Railway.

The Agent, in acknowledging the receipt of the Chamber's representation, stated that the subject thereof would receive careful attention.—(*Appendix* E.)

PROPOSED ACCELERATION OF THE DAILY MAIL TRAINS BETWEEN THE PRESIDENCY CITIES.

This question has again been under the consideration of Government, and in September last the Chamber was approached by the Consulting Engineer for Railways, Bombay, with reference to a possible acceleration of the speed of the ordinary daily service of mail trains between Calcutta and Bombay and between Bombay and Madras. The Consulting Engineer stated that the time of the departure of the mail trains from either Bombay, Madras or Calcutta was a matter of considerable moment to the public, and his opinion was that the most convenient hour was some time at night after the day's work was over—say, about 9 p.m. This being fixed, it did not appear to him a matter of any consequence when the mail trains arrived at their final destination; for instance, the mail train from Calcutta, which at present reaches Bombay at 6 a.m., could, if accelerated, arrive at its destination at one o'clock in the morning. In that event, it seemed to him that if passengers were allowed the option of either leaving the train at once or staying in it till day break, the acceleration was a clear gain, and the opinion of the Chamber was invited on this point. The Consulting Engineer did not think that passengers would lose in any way by this early arrival, and that the Post Office would obviously have several hours more in which to deal with the letters.

The Committee of the Chamber agreed with Colonel Selby that it was a matter of importance to the public that the daily mail train from each of the Presidency cities should not be despatched earlier than 9 p.m., but as to the time of arrival at final destination, the example given of a train arriving at 1 a.m., was one which they had

no hesitation in saying would be a source of considerable inconvenience and discomfort to the public, the termini of the Presidency cities being about the last places, in their opinion, in which the ordinary traveller could secure rest in the interval between arrival and dawn. The letters would certainly be received earlier at the General Post Office, but their delivery to the public would not practically be accelerated, as the present hour of arrival gave ample time to sort and deliver them before office hours each morning. The Committee failed to see why the daily mail train between Calcutta and Bombay, which now runs at the rate of, say, 26 miles an hour (including stoppages), should not be able, by increasing its speed to less than 31 miles an hour, to reach Bombay by 6-30 p.m., or, say, 12 hours earlier than at present, and the same speed for the journey hence. They considered that the importance of the daily mail service between Eastern and Western India, was sufficient to induce Government to secure even the very moderate speed proposed, and they took the opportunity of suggesting that the daily mails to and from Calcutta should be carried over the Bengal-Nagpore line instead of *via* Allahabad as at present, that route being 121 miles shorter. When a recent break occurred at the Dhudye Bridge and the mails had to be sent *via* the former line, they were delivered eight hours quicker than by the East Indian route. The daily service by the Bengal-Nagpore, if Government intervened, might be considerably accelerated and the avoidable delay at Assensole, at present caused by the obstructive policy of the E. I. Railway, would be done away with. If this was arranged, the daily mail service might leave Calcutta as at present, and passing over the Bengal-Nagpore line reach Bombay even earlier than by the present route. That the former line was destined to be the principal one

between Bombay and Calcutta, as soon as direct communication was established, was obvious, but the Committee failed to understand why Government should await this and not take action to prevent the East Indian Railway from hampering the Bengal-Nagpore by the delay at present forced on the latter at Assensole. As regards the daily service to and from Madras, the Committee considered that this might also, with advantage, be quickened by a departure from Madras fully three hours later than at present and by an earlier arrival by one to one-and-a-half hours at each terminus.

To a further lengthy communication, received from the Consulting Engineer on the subject, the Committee replied that in theory they were in agreement with his views in regard to the acceleration of the daily inter-Presidency mail service, but that before expressing their concurrence with any special scheme they would like to examine the suggested times of arrival and departure at the several important junctions touched at by the Bombay-Calcutta and Bombay-Madras mail trains and *vice versa*. At the same time the Chamber was glad to learn that there seemed no apparent difficulty in accelerating, for instance, the Calcutta-Bombay mail train so as to arrive in Bombay at the hour suggested by the Committee. Similarly if the Madras-Bombay mail train was accelerated as proposed by them a considerable gain on the present speed would be secured. That the trains thus accelerated should reach some of the principal junctions *en route* at inconvenient hours was a difficulty, which, the Committee pointed out, existed not only in India, but also on the Continent of Europe and to a less extent in England; and it was one which, they feared, could not easily be got over.

The question of the acceleration of the mail train service between Calcutta and Bombay, and the conveyance of the English mails to Bengal and other parts of India, has also engaged the attention of the Bengal Chamber of Commerce during the year, and in June last they addressed the Government of India on the subject. The Committee at the same time supported that portion of their memorial dealing with the acceleration of the daily mail trains between the two cities and the conveyance of the European mails by a special train at a special rate of speed, soon after the arrival of the steamer at Bombay. They also endorsed the suggestion of the Bengal Chamber that, as in September 1888, a Conference should be held to settle these questions, at which representatives of the Rangoon, Bengal and Bombay Chambers of Commerce should be admitted.—(*Appendix* F.)

NEW CONTRACT FOR THE CONVEYANCE OF THE MAILS BETWEEN EUROPE AND THE EAST.

Information having reached the Chamber that the question of a new mail contract with the P. & O. S. N. Company was under the consideration of the Government of India, the Committee lost no time in addressing the Post-Master General, Bombay, (on 2nd April 1896,) enquiring whether there were any papers on the subject which could be placed at the disposal of the Chamber with the view to the matter being discussed. On the 4th idem, a formal acknowledgment was received stating that a further communication would follow, and on 11th May the Post-Master General again addressed the Chamber forwarding copy of a letter, dated 28th April, from the Director-General of the Post Office of India on the subject, stating that the latter was not in a position at the time to communicate any papers to the Chamber;

but that he had just learned that tenders had been called for in England and that the authorities in India would be given full opportunity, probably in July, for expressing their views on the whole question, when he would be able to place all necessary information at the disposal of the Chamber for an expression of its views. In acknowledging receipt of this communication the Committee expressed their regret that tenders had been called for before reference had been made to Chambers of Commerce and other bodies on this side, as it seemed manifest that their advice and criticisms would have been of great benefit in the formulation of these tenders; and they requested that copies of the papers should be furnished to them at the earliest possible moment.

Two months having elapsed without an acknowledgment of this request, and the month of July being well advanced, the Committee considered that no further time should be lost in submitting, for the information of Government, an expression of their views on a matter of so much importance to the mercantile community, and they accordingly addressed the Post-Master General, Bombay, under date of 11th July 1896. The conditions of the contract, the Committee pointed out, with which the public were mainly concerned, were (1) the Indian and European ports of arrival and departure of the mails; (2) the days and hours of departure; (3) the minimum limit of speed; (4) the cost of the service; and (5) the duration of the contract. All these conditions were, of course, mutually dependent on each other, but the dominant factor, they stated, was unquestionably the rate of speed, and that being so, it seemed scarcely necessary to discuss the question of the European port, as for the present at least, and probably for some time to come, the Brindisi route would afford the most rapid means of transit to and from London.

Government, however, would doubtless in the new contract retain the powers they held under the existing one of changing the European port of arrival and departure, should it afterwards prove necessary or advisable to do so. With respect to the Indian port of arrival and departure, the advantages attaching to Bombay—from the safety and accessibility of its harbour to steamers of any size at all states of the tide, its central position and direct railway communication with all parts of India—ought, the Committee submitted, to have rendered it unnecessary to entertain the idea of any other port. In this connection information had reached them that in the forms issued by Government tenders had been invited for a service to Kurrachee. On this point they were of opinion that at some future period the importance of that place as a seat of trade, and of the adjoining districts more immediately connected with it, might justify the consideration of such a proposal, but at present the Chamber did not think Government would be warranted in taxing the finances of the country with the heavy additional expenditure which would have to be incurred in subsidising a line of first-class steamers between Aden and Kurrachee; second-class boats would be of no use, as in that case the transit *via* Bombay would be quite as rapid. As to the day and hour of departure of mails from London, the Commitee considered that that concerned the Home more than the Indian public, but that so far as the commercial community of Bombay was concerned, they would gladly welcome an arrangement which would permit of a Friday afternoon departure from Bombay all the year round. Respecting the question of speed, the Chamber recommended that the minimum rate of speed between Brindisi and Bombay should, in the first instance, be not less than 15 knots an hour which,—if the time occupied in the Canal was not included in the new contract, as also the three hours'

detention at Port Said, and one hour at Suez, and the departure from Brindisi arranged for 10 p.m., instead of midnight—would bring the mail steamer into Bombay by 5 p.m. on Friday, and thus give ample time for replying to correspondence by the outward mail on Saturday during the fine weather, or what is the busy season in India. In regard to the length of the contract, the Committee were of opinion that the disadvantage to the public, which undoubtedly arose from the difficulty of entering into such a long contract as ten years, might be fairly met by making the first half of the contract on the basis of a minimum speed of 15 knots, and the second half at a speed of, say, 16½ knots an hour.

The Chamber was necessarily at a serious disadvantage in discussing this matter in not having the papers to refer to, and the Committee were aware that some of the points they had suggested were not in consonance with the terms of the tenders which had been invited, but this only, in their opinion, served to emphasise what they said in their previous letter to Government as to the desirability of obtaining public criticism and opinions before formulating, let alone asking for tenders. In matters of this kind it was of the greatest advantage that the discussion should have the utmost publicity; yet departmental and private opinions were taken in the early part of the year, while this Chamber has been unable to obtain a glance at any of the papers connected with the subject; and up to the time of compiling this report, the Committee have had no further communication from Government beyond the intimation that their representation had been submitted to the Director-General for consideration.—(*Appendix* G.)

PROPOSED IMPROVEMENTS IN CONNECTION WITH THE LANDING OF PASSENGERS FROM THE ENGLISH MAIL STEAMERS.

The inconvenience and delay recently experienced by passengers in landing from the English mail steamers and obtaining delivery of their baggage, led to representations being made by the Chamber to the Superintendent of the P. and O. S. N. Company and the Trustees of the Port with a view to better arrangements being made in this respect in future.

In addressing the former, the Committee intimated they were aware that such inconvenience and delay had, since the opening of the Ballard Pier, only been experienced at the disembarkation of the numerous passengers brought by the larger P. and O. steamers, and also that the causes of complaint did not rest entirely with the arrangements made by that Company, but, to a great extent, arose from insufficient police control at the Bunder and the inadequate space afforded by the Ballard Pier for the deposit and examination of baggage. They pointed out that the tendency of the passenger traffic with Europe was to increase and also to gravitate towards the larger and faster steamers, so that the occasions on which the objections complained of were likely to arise, would probably, if they were not obviated, be more frequent in the future than they had been in the past. The one leading cause of confusion, which the Committee considered lay entirely in the hands of the P. and O. S. N. Company to remove, was in the enormous number of people who were permitted to board the mail steamers immediately on arrival. In the case of the s.s. "India," when she arrived in Bombay in the first week of December, the Committee stated that the number of people who were allowed to come on board, consisting of

friends of passengers, Agents, hotel touts and many who made a practice of boarding the mail steamers out of mere curiosity, was so numerous that passengers were greatly hampered in making their final arrangements for landing, while the transhipment of the baggage was seriously obstructed. They suggested that, in future, the accredited representatives of certain recognised firms should only be permitted to board the steamer on her arrival, and that they should be required to go on board by the Company's tenders only, no other boats or steam launches being permitted to approach within a considerable radius of the vessel, adding that in the case of the "India," already instanced, the large number of boats and launches caused intense annoyance to passengers by smoke emitted from and the continuous use of the steam whistles of the latter while they hampered the movements of the P. and O. launches, and were not without possible source of danger to life from collision.

In writing to the Trustees of the Port, the Committee forwarded a copy of their letter to the P. and O. S. N. Company, and suggested that, in view of the difficulties and inconveniences which had already arisen, and the probability of their frequent occurrence in future, the Ballard Pier should be widened to at least double its present width, and that the step accommodation for landing should be extended so that two large launches, such as those employed by the P. and O. S. N. Company, could be accommodated at the same time.

To their representation to the P. and O. S. N. Company the Committee, in the first instance, received an acknowledgment, stating that the matter was one that had always caused considerable anxiety; that the Superintendent of the Company was in consultation with the

Collector of Customs with a view to devising some system which should be more satisfactory than the existing arrangements, and that the various suggestions of the Chamber would be duly considered and given that weight to which they were justly entitled as emanating from so important a body.

At a later date the Chamber was favoured by the Superintendent of the P. and O. S. N. Company with copy of a communication addressed to him by the Collector of Land Revenue, Customs and Opium, giving details of the alterations he proposed to make in the system for clearing passengers' baggage by the inward mail steamers, namely :—(1) Blank forms of baggage declaration to be supplied to the P. and O. Co.'s Agent at Aden, and to be sent by him on board each in-coming steamer bound for Bombay on its arrival in Aden harbour; (2) These forms to be carefully distributed under the orders of the P. & O. S. N. Co. amongst the passengers as soon as the ship leaves Aden, and filled up and signed by them before arrival in Bombay harbour; (3) The declaration so filled up and signed to be handed to the Preventive Inspector who boards the steamers on arrival. This officer will collect all duty due then and there on board, with the assistance of his Preventive staff; (4) On payment of the duty due the declarations will be handed back to the passengers concerned, and they will present them to the Preventive Officer at or near the Customs exit gate on the Ballard Pier when passing out with their baggage. The chief object in this proposed change of procedure is to save the time of the passengers in clearing their baggage at the Ballard Pier. Under the new arrangement they will be able to pay duty on anything they may declare dutiable on board the steamer while their baggage is being removed to the shore; so that all they will have to do with

the Customs officials after landing will be to show the receipted declaration to the Preventive Officer at the Ballard Pier gate, who will ordinarily pass the baggage out, unless he sees reason to direct examination.

The Collector was of opinion that the custom of people boarding the mail steamers in order to meet friends should be discouraged as much as possible, as the presence of a considerable number of non-passengers on board must necessarily impede the work of the Preventive Officers in checking the declarations and collecting the Customs dues. And he also considered that it would greatly expedite the sorting of baggage at the Pier if it could be arranged to place all packages bearing the same number as closely together as possible in the lighters and to discharge them at the Pier in the same order.—(*Appendix* H.)

COTTON.

The few references that have been made to the Chamber in connection with this staple have, as usual, been passed on to the Directors of the Bombay Cotton Trade Association (Limited), and the subjoined figures regarding the extent of the crops and its disposal are merely embodied in the report for the sake of reference. The crop last season was the largest since the record one of 1889-90, the receipts of the various growths in Bombay showing an increase on the previous season of 611,000 bales or 39·7 per cent., on the average of the preceding ten years of 432,000 bales or 25·8 per cent., but 88,000 bales or 3·9 per cent. less than in the very exceptional season of 1889-90. For the sake of comparison the receipts of each growth are given in thousands of bales in each of the past four seasons and four

calendar years and the average of the decade in the same periods:—

Growths.	Seasons July 1st to June 30th					Calendar Years.					
	95-96.	94-95.	93-94.	92-93.	Average 84-85 to 93-94.	1896.	1895.	1894.	1893.	Average '85 to '94.
Khandeish	319	241	291	246	262	272	325	269	229	268
Barsee and Nuggar	106	56	106	110	118	106	71	102	91	117
Berar	406	215	275	256	311	337	326	253	262	310
Oomras (Total)	831	512	672	611	691	715	722	624	582	695
Hingunghat	15	1	4	8	13	12	8	3	4	13
Dholleras	447	396	385	501	384	432	414	366	495	381
Broach	216	105	131	193	160	216	105	131	192	160
Coompta and Dharwar	140	207	200	139	134	132	196	208	184	139
Westerns	28	25	41	24	27	35	27	26	45	25
Bengals	381	235	258	201	250	326	375	231	207	250
Sindh	68	34	59	31	37	63	42	61	32	38
Persian	14	6	11	20	19	9	11	8	19	18
Other Sorts	10	18	8	10	3	8	16	11	8	4
Total	2,150	1,539	1,769	1,738	1,718	1,948	1,916	1,664	1,768	1,723

The shipments to Great Britain in the past season were larger than in any since 1891-92, but they were even then but one-third of the decennial average. To the Continent they were larger than in the previous season, but less than the average by 78,000 bales. Similarly the aggregate of our exports in 1895-96 showed an advance on the previous season by 274,000 bales but they were nevertheless smaller than in any season of the decade, and below the average by 231,000 bales. China took a good deal more than of late years, but the trade with Japan in-

creased enormously, from 10,000 in 1889-90 to 286,000 bales last season. The aggregate shipments to foreign and Coast Ports were 1,150,000 bales, the largest since 1890-91 and 22,000 bales greater than the average of the ten seasons preceding 1894-95.

The consumption of the Bombay Island mills rose to 850,000 bales, 35,000 bales more than in the previous season and 261,000 bales in advance of the decade (1884-85 to 1893-94).

The exports in the same seasons and years compare as under, as also the Island mill consumption :—

To	Seasons, July 1st to June 30th.					Calendar Years.					
	95-96.	94-95.	93-94.	92-93.	Average 84-85 to 93-94.	1896.	1895.	1894.	1893.	Average '85 to '91.
Great Britain	72	28	49	40	225	69	33	39	46	219
Continent	728	498	860	776	806	703	591	758	812	802
Total Europe	800	526	909	816	1,031	772	624	797	858	1,021
Japar, China, &c.	305	95	108	114	59	312	145	114	104	60
Calcutta and Coast	45	48	36	55	38	43	40	49	59	41
Total Eastwards	350	143	144	169	97	355	185	163	163	101
Total Exports	1,150	669	1,053	985	1,128	1,127	809	960	1,021	1,122
Mill Consumption	850	815	731	724	589	*850	*815	*731	*724	*586
Grand Total	2,000	1,484	1,784	1,709	1,717	1,977	1,624	1,691	1,745	1,708

* Years ending 30th June.

The clearances from Bombay to each European port in the past four half years is annexed, showing an increase last year on its predecessor of 147,793 bales or 23·66 per cent. Liverpool shows an increase of over 36,000 bales, Dunkirk of over 22,000 bales and Antwerp and Genoa of about 20,000 bales. Trieste with nearly 160,000 bales heads the list, followed by 129,000 to Antwerp, 123,000 to Hamburg and 93,000 bales to Genoa. Including Eastern and Coast Ports the aggregate reached was 1,127,000 bales, an increase of 318,000 bales :—

(Actual Clearances of Cotton from Bombay to Europe during the years 1895 and 1896).

NAMES OF PORTS.	1896.			1895.			Increase or Decrease.	Percentage.
	6 months ending 30th June.	6 months ending 31st Dec.	Total for 12 months.	6 months ending 30th June	6 months ending 31st Dec.	Total for 12 months.		
	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	
Liverpool	62,992	3,349	66,341	23,447	6,699	30,146	+36,195	+120·06
London	92	1,129	1,221	617	94	711	+510	+71·73
Hull	1,445	.....	1,445	1,040	905	1,945	—500	—25·72
Marseilles	6,461	2,838	9,298	1,965	3,105	4,770	+1,528	+97·02
Havre	41,289	2,995	44,284	23,945	6,465	30,410	+13,874	+45·48
Dunkirk	36,525	12,395	48,920	19,365	7,222	26,587	+22,403	+84·26
Rouen	1,900	200	2,100	600	700	1,300	+800	+61·53
Antwerp	107,685	20,977	128,662	77,660	31,570	109,230	+19,432	+17·78
Ghent	4,211	597	4,808	735	1,489	2,224	+2,584	+116·18
Bremen	11,323	3,693	15,016	4,665	778	5,443	+9,573	+175·87
Hamburg	102,367	20,848	123,215	88,832	29,494	118,326	+4,889	+4·13
Barcelona	9,790	1,150	10,859	8,775	500	9,275	+1,575	+16·98
Genoa	75,571	16,965	92,535	52,000	19,257	71,797	+20,739	+29·01
Naples	5,950	5,700	11,250	6,950	3,100	10,050	+1,210	+11·94
Venice	28,217	20,071	48,288	32,303	20,011	52,314	—4,026	—7·74
Trieste	136,176	23,528	159,704	116,103	32,404	148,507	+11,197	+7·53
Fiume	1,320	1,430	2,750	220	550	770	+1,980	+257·14
Piræus	.....	.....	.....	600	.....	600	—600	.....
Odessa	600	.....	600	.....	.....	.....	+600	.....
Gothenburg	700	.....	700	.....	.....	.....	+700	.....
Total ...	635,103	136,855	772,958	460,092	164,143	624,465	Net Increase +147,793	+23·66

Last season India exported to Europe 1,104,000 bales, to Japan, China and other foreign Eastern Ports 344,000 bales, an aggregate of 1,448,000 bales. Her Spinning Mills consumed 1,409,000 bales, and if the official estimate of 413,000 bales for local consumption published a few years ago is approximately correct the crop accounted for was 3,270,000 bales, or 614,000 bales larger than the previous season, but 91,000 bales less than the quantity brought into sight in 1889-90.

The crop of 1896-97 promises much less hopefully. The area sown in all the leading growing districts was considerably in excess of the previous year; but the unfavourable character of the monsoon rains which terminated in August has greatly restricted the yield; and except, perhaps, in Guzerat, the out-turn will fall very much below the previous season.

As the following table shows, the decrease has already made itself apparent in the receipts of the earlier growths as from November 1st up to the end of the past year :—

(*Receipts at Bombay in November and December of the annexed years and the total for the first six months of each season since* 1889.)

Growths.	1896	1895	1894	1893	1892	1891	1890	1889
Khandeish	63	115	34	53	68	28	73	62
Barsee and Nuggar	9	13	2	4	11	1	7	10
Berar	72	141	33	53	47	16	42	69
Total Omras	144	269	69	110	126	45	122	141
Hingunghat	3	2	...	1	5	...	6	12
Bengals	88	129	20	56	42	7	65	124
Sind	3	10	2	3	2	3	2	1
Total 2 months	238	410	91	170	175	55	195	278
From July 1st to Oct. 31st	163	193	137	163	128	182	125	135
Total 6 months	401	603	228	333	303	237	320	413

WHEAT.

Two unfavourable seasons have been succeeded last year by the worst on record since statistics have been available regarding the crop. The area planted was 4,217,000 acres less than the preceding year, and 3,561,678 acres less than the average of the five preceding years. The estimated out-turn has been proportionately small, being 1,404,000 tons less than the preceding twelve months, and 1,579,650 tons less than the estimated average of the previous five years :—

(Total Acreage and Out-turn in each year from 1884-85 *to* 1895-96.)

Year.	*Acres.*	*Out-turn in tons.*
1884-85	... 27,820,000	8,013,000
1885-86	. 27,393,000	7,739,000
1886-87	... 26,735,000	6,391,000
1887-88	... 26,855,000	7,149,000
1888-89	... 25,912,000	6,362,000
1889-90	... 24,773,000	6,123,000
1890-91	... 26,576,000	6,876,000
1891-92	... 24,482,000	5,535,000
1892-93	... 26,429,000	7,193,000
1893-94	... 24,370,000	6,239,000
1894-95	.. 25,994,000	6,279,000
1895-96	... 21,777,000	4,875,000

Of this decrease, it will be perceived from the subjoined table that the heaviest, proportionately, has been in the Central Provinces, although the Punjab and the North-West Provinces, being the largest growing districts, account for a large bulk of the deficiency :—

Share of each Province of Acreage and Out-turn for 1894-95 *and* 1895-96.

Provinces.	AREA.			OUT-TURN.		
	Average of previous 5 years.	Of current year's crop (1895-96.)	Of previous year's crop (1894-95.)	Average of previous 5 years.	Estimated yield of current year (1895-96.)	Yield of previous year (1894-95.)
	Acres.	Acres.	Acres.	Tons.	Tons.	Tons.
Punjab*.....	6,981,540	6,893,400	8,051,800	1,998,209	1,715,873	2,395,353
North-West Provinces & Oudh	4,778,700	3,696,576	4,627,816	1,619,750	1,236,486	1,141,297
Central Provinces.....	4,009,926	2,573,170	3,393,348	730,981	431,689	532,275
Bombay.....	2,389,145	2,206,134	2,678,665	614,370	439,584	744,961
Sind	511,802	319,900	673,251	169,769	71,949	215,301
Berar	601,516	747,025	889,326	85,819	48,129	81,882
Bengal	† 1,473,600	1,427,400	1,413,000	† 459,000	345,800	486,300
Rajputana ...	1,551,653	1,306,868	1,529,146	383,734	315,573	368,168
Central India.	*1,396,000	1,039,802	1,205,824	*285,000	191,404	269,399
Hydrabad ...	1,342,270	1,561,698	1,527,445	‡ 101,592	78,082	74,034
Mysore	2,955	5,456	4,534	298	363	304
Total...	25,339,107	21,777,429	25,994,155	6,454,582	4,874,932	6,279,334

Naturally, after two short crops the exports to Europe have been very limited, the total being less than one-fourth of the previous year. Calcutta, it will be observed, has

† 2 years. ‡ 3 years. * Approximate.

almost ceased to export, while Bombay, small as her exports are, is ahead of Karachi :—

Exports of wheat from India to Europe, in thousands of tons.

From	1896	1895	1894	1893	1892	1891	1890	1889	1888	Average 1885 to 1894.
Bombay	71	126	78	252	469	666	273	305	483	415
Karachi	51	356	306	238	268	513	334	341	149	267
Calcutta	4	50	13	54	179	219	65	78	149	153
Total. ...	126	532	397	544	916	1,398	672	724	781	835

PROPOSED ESTABLISHMENT OF A GENERAL LIST OF COMMERCIAL CAUSES IN CONNECTION WITH THE HIGH COURT OF JUDICATURE AT BOMBAY.

The above question has, during the year, been under the consideration of a Committee, appointed by the Honourable the Chief Justice of Her Majesty's High Court of Judicature at Bombay, for the purpose of revising the rules of procedure of the High Court. The Committee of the Chamber—in view of the importance of the subject—appointed a special Committee to further consider the matter and draw up a report for submission to the High Court Committee. This report was embodied in a communication from the Chamber and forwarded to the Committee referred to, a copy being at the same time sent to the Prothonotary and Registrar for the favour of it being laid before the Honourable the Chief Justice and the Judges of the High Court, in order to place before them the views of the Chamber in regard to procedure more

immediately connected with commercial causes. The Chamber cordially supported the representations of the Committee of the Bombay Incorporated Law Society as set forth in their letter of 3rd October 1895, and more particularly as to the advisability of only one counsel being briefed in cases set apart to be tried under the special commercial causes list. In its previous representation to Government, the Chamber specified the following as the suits which should be tried under the special rules and provisions for commercial causes, namely, "suits in which the claim arises out of the ordinary transactions of merchants and traders—amongst others, those relating to the construction of mercantile documents, exports or imports of merchandise, affreightment, insurance, banking and mercantile agency and mercantile usage." To this the Committee recommended there should be added "all cases of damage arising from collisions at sea." The Chamber also advocated steps being taken towards the suppression of the enormous waste of money which now prevailed in the costs of interlocutory proceedings and especially the costs of summons in chambers. Under the existing practice and rules of Court, the Committee of the Chamber were informed that it was a recognised and regular custom for senior counsel to appear in chambers with large briefs of affidavits, frequently as large or larger than the briefs on the hearing, and marked with heavy fees, for the purpose of arguing small matters of commission, inspection, and so on which in England were usually argued by junior solicitors' clerks, and that in such cases Judges "Certify for Counsel" which on taxation carried a fee in accordance with the size of the brief. A remedy to this, the Committee suggested, would be found in the passing of a stricter rule of Court, following closely the English practice that Counsel should not be certified for unless the judge was of opinion

that the summons was one of sufficient difficulty or importance to necessitate counsel being employed, or raised a substantial question of law, and that the ordinary "counsel certified" should not carry a larger Counsel's fee than two gold mohurs. Further, should the Judge find that the matter involved exceptional difficulty or importance, he might have powers to adjourn it into Court in which case only, the Chamber submitted, should a larger discretionary Counsel's fee be allowed on taxation. The Chamber was aware this was a reform which was undoubtedly applicable to all suits; but they had every reason to believe that it would be specially beneficial to commercial litigants and more particularly to the class of which the Chamber consisted. To them essentially time was money, and the net financial result after making due allowance for that factor, more important than the persistent pursuit of their legal rights. Where their own honour and reputation for straightforward dealing was not called in question, it was unquestionably the case that merchants agreed to accept unfair compromises and inequitable settlements rather than submit to the great delay and expense attendant on the present procedure of the Court.

In acknowledging the receipt of the papers the Prothonotary and Registrar informed the Chamber that its representation had been laid before the Committee appointed by the High Court from whom its proposals would receive attentive consideration. At the same time he pointed out that it was not intended to place in the newly devised list of "Commercial Causes" only light or unimportant cases but that cases of length, difficulty and importance might find their way into it, such as no counsel, of any standing, could possibly undertake single-handed, and that a general rule allowing only one counsel in commercial causes might

cause serious loss to the successful party in many instances. As regards the fees marked or allowed to Counsel holding briefs in chambers—to which reference had been made in the Chamber's letter—the Prothonotary pointed out that the fee allowed on such briefs or taxation was three gold mohurs only, whether senior or junior counsel were engaged.—(*Appendix* I.)

ATTENDANCE OF SPECIAL JURORS AT THE CRIMINAL SESSIONS COURT.

In April last, when the quarterly criminal sessions were being held at the High Court, the attention of the Chamber was drawn to one or two points in which it was represented some inconvenience had arisen to members of the special jury which, it was considered, might, with other arrangements, have been avoided. On the first day of the sessions (Friday, the 10th April), the special jurors were required to attend at 10 a.m., and after some delay in Court were informed that their services would not be required until the following Monday. As it so happened the English mail arrived on that morning, and to the greater number of mercantile members of the jury absence from office was exceedingly inconvenient. The Committee, in addressing the Clerk of the Crown on the subject, pointed out that this inconvenience might have been avoided, without detriment to the work of the Court, by a notice being inserted in the daily papers that the attendance of special jurors would not be required until Tuesday. Again on Monday the special jurors were summoned to appear at 11 a.m., but as a common jury case was still proceeding, they would, but for a representation they submitted to the judge, have been kept in Court until

well on in the afternoon without their services being actually required. The Committee submitted that in this case it might have been possible to empannel the special jury, for the next case, at 11 a. m., when their attendance was required, allowing them to leave the Court for the forenoon and return when the case, on which they had been empannelled, was actually coming on for hearing, and so also permitting the jurors who were not actually empannelled to absent themselves from Court the rest of the day. The Committee had no doubt that there were possibly reasons, of which they were ignorant, which necessitated special jurors being summoned under the circumstances mentioned ; but they took the liberty of bringing the matter to the notice of the High Court in the belief that if the Hon'ble the Chief Justice could see his way to preventing inconvenience to special jurors in such and similar cases he would do his best, consistent with the requirements of the sessions, to prevent their recurrence.

In the reply received, the Clerk of the Crown stated that the Chamber's representation had been laid before the Hon'ble the Chief Justice who would take into consideration the feasibility of the suggestions submitted. With regard to the inconvenience complained of by the Chamber in the particular case brought to notice, the Clerk of the Crown explained that every endeavour was made by the Court to minimise the inconvenience to jurors, both special and common, but that it was impossible to prevent inconvenience on all occasions; adding that on Monday a common jury case had to be finished before the special jury case was called on, and it would have been a serious interruption to business to have stayed the case then at hearing in order to take the pleas of prisoners and to call the special jury in the next case.—(*Appendix* J.)

BILL TO AMEND THE NEGOTIABLE INSTRUMENTS ACT, 1881.

Under Section 84 of the Negotiable Instruments Act of 1881, when a cheque is not presented for payment within a reasonable time to the banker on whom it is drawn, and the drawer sustains loss or damage through the delay, the holder has no claim in respect of the cheque against the drawer, nor does the Act enable him to recover as a creditor of the banker's estate. The object of this amending Bill is to assimilate the law of India to the provisions of Section 74 of the English Bills of Exchange Act, 1881, (45 and 46 Vict., Cap. 61) by limiting the extent of the discharge of the drawer in such cases to the amount due on the cheque, provided that it does not exceed the balance which would have been available in the bank to meet it had it been presented in proper time, and by enabling the holder to prove against the estate of the banker for the sum he is precluded from recovering from the drawer. The opportunity has also been taken by the Legislature to afford similar protection to intermediate indorsers against loss or damage caused by delay in presentment on the part of their indorsees.

The opinion of the Chamber having been invited by the Bombay Government on the Bill, the matter received the careful consideration of the Committee in consultation with the banking members of the Chamber. In addressing Government the Committee stated that while they did not see anything to object to in the proposed measure as it stood, they considered it defective as regards section 84 (1) in that it would be impossible for the payee bank to discover from the cheque whether the holder failed to present it for payment within a reasonable time after its delivery to him. If a provision could be inserted to meet this

objection, the Bill, the Committee considered, would be much more desirable from a mercantile point of view; and they also suggested that a still more important and desirable addition to the law would be to give effect to the recommendations contained in the petition from the Exchange Banks of Bombay addressed to the Government of India in 1891.—(*Appendix* K.)

PROPOSED AMENDMENT OF THE LAW IN RESPECT OF THE SALE AND POSSESSION OF POISONS IN THE BOMBAY PRESIDENCY.

The Committee of the Chamber were consulted by Government in 1895 as to the advisability of amending the law in regard to the sale and possession of poisons in India. In July last, the Chamber received—with a request for its opinion on the provisions thereof—copy of a "Bill to amend the law regulating and restricting the sale of poisons in the Bombay Presidency," together with a statement of objects and reasons.

The Bill having been carefully examined both by the Committee and the legal members of the Chamber, Government were informed that the proposed measure met with approval.—(*Appendix* L.)

RULES UNDER THE PILGRIM SHIPS ACT, 1895.

Further sets of draft rules, under the provisions of the above Act, were published by the Government of India on 15th May and 14th July 1896; but as the Chamber had previously expressed its views on the subject, the Committee did not think it necessary to offer further criticism. The final rules passed by Government are published in (*Appendix* M.)

FEES LEVIED FROM CANDIDATES EXAMINED FOR CERTIFICATES OF COMPETENCY AS ENGINEERS UNDER ACT VII. OF 1884.

The question of the inadequacy of the fees at present levied from candidates who are examined at this Port for certificates of competency as engineers under Act VII. of 1884, was brought to the notice of the Port officer by the surveyors of steamships, and that official, in addressing the Bombay Government on the subject, suggested that the fees should be increased as follows :—Second Class Engineer, Rs. 18 ; First Class Engineer, Rs. 36 ; and that a reduction should be made if the candidate was in possession of a second class engineer's certificate.

The Chamber having been asked for its opinion regarding this proposal, the Committee informed Government that they considered examiners for these certificates had good grounds for asking that their services should be remunerated on the same scale as examiners for the granting of certificates to land engineers, but they deprecated this increase in their fees being made up by the levy of any extra charge on candidates offering themselves for examination, as they considered the charges now made of Rs. 24 on candidates for first-class and Rs. 12 on candidates for second-class certificates already sufficiently high, and that any serious enhancement, such as doubling the scale as proposed by the Port officer, would be likely to cause dissatisfaction if it did not even deter candidates from coming forward. The Committee accordingly suggested that the fees to examiners should be augmented to the level of examiners for land engineers' certificates out of Government funds without any extra charge being made to candidates.

At a later date Government informed the Chamber that they proposed referring the above question to a small

Committee consisting of the Port officer, and two other members, one representing the Bombay Chamber of Commerce and the other the Port Trust, and that if the Chamber saw no objection Government would be glad if it would name a representative. In response to this request the Committee replied deputing Mr. I. M. Shields, Superintendent of the P. & O. S. N. Company.

In their report to Government the Special Committee suggested that the examinations should continue as at present to be held daily whenever candidates present themselves, as the examination at fixed intervals would be very inconvenient to candidates and would often necessitate their leaving their vessels to come up for examination. As regards the fees to be levied they recommended that these should be raised, and that the first mates and first-class engineers, fees should not be reduced, if they held certificates of a lower grade as the rule at present stood. The scale of fees to be :—second mate Rs. 15; first or only mate Rs. 15; master Rs. 30; second-class engineer Rs. 15; first-class engineer Rs. 30. The Special Committee were further of opinion that the whole of the fees should be paid as at present to the examiners, as they considered it would be very unfair to deduct the cost of printing, &c., from the fees; for instance, in the year 1892 the expenses amounted to nearly half the receipts of masters and mates fees. With respect to the cost of printing and other contingencies connected with the examinations they considered that such charges should be met from Provincial Revenues. As the Board of Trade examinations were conducted by one Engineer Examiner only who was an officer of the same class and qualifications as the surveyors at this port, the Special Committee suggested that one engineer examiner should be sufficient to examine a candidate, and that it was unnecessary to

have two examiners present at the same time. Further, that it would be convenient to have two examiners gazetted who could take candidates in turns, thus relieving the examiners considerably and interfering less with their own duties as surveyors.

The report having been considered by the Bombay Government, a Notification was issued on 2nd November 1896 stating that they were not prepared to alter the present arrangements.—(*Appendix* N.)

AMENDMENT OF THE FORM OF LASCAR AGREEMENT.

The proposals submitted by this Chamber and other bodies in India regarding the amendment of the first clause of the form of Lascar Agreement were considered during the year by the Government of India, who also referred them to the Secretary of State in order that Shipping Companies and the officials who are charged with the interests of lascars in the United Kingdom, should be given the opportunity of expressing their views in the matter. The proposals were (1) to remove any limits within which lascars may serve on the West Coast of America ; (2) to remove the southern limit on the East Coast of America while retaining the proviso relating to voyages round Cape Horn ; (3) to extend the northern limit on the East Coast of America from 38 to 43 degrees north latitude, so as to include the port of Boston within the limit within which lascar crews may be engaged to serve during winter ; (4) to delete the words " belonging to the same Company ;"(5) to alter the words " any other vessels " to " any other steamer ;" and (6) to substitute " seamen " for " sailors " in the form of Agreement wherever the

word occurs. From the replies received by Government it appeared that the great majority of the authorities consulted were in favour of the alterations numbered (1), (2), (4), and (6). But most of them, and especially the Superintendents of Lascar Transfers were against any alteration that would permit of lascars being sent to ports on the East Coast of America north of 38 degrees during the winter months, and this objection was supported by Her Majesty's Secretary of State for India. With regard to the fifth proposal some of those consulted remarked that the word "vessel" was preferable to the word "steamer," because it might happen that it would be necessary to transfer the lascars to a sailing ship and the firemen and trimmers to steamers where the sailors would not be required. Having regard to the opinions stated above, the Government of India did not think it expedient that the third and fifth proposals should be proceeded with. But they have ordered that the other alterations should be carried into effect and the first clause of the form of agreement, signed by Indian seamen engaging for voyages to foreign countries, modified accordingly.—(*Appendix* O.)

RULES UNDER THE DECK AND LOAD-LINES ACT.

The revised draft rules framed by the Government of India in 1894 under the provisions of the Deck and Load-Lines Act of 1891 were issued in a completed form in August last, with an intimation that they would be brought into operation on the expiration of three months from the date of their publication. The Committee are glad to find that their suggestion, that the date previously fixed for the termination of the fair season or Indian summer on the West Coast, namely 15th May, should be altered to not later than 25th May, has been given effect to.

The new rules were circulated in due course to Shipping Companies in Bombay, and they are now published in *Appendix* P.

RULES UNDER THE PETROLEUM ACT OF 1886.

A series of draft rules applicable to certain defined areas to which, by Notification No. 6123 of 5th August 1895, the provisions of the Petroleum Act other than those relating to dangerous petroleum and to the importation of petroleum have been extended, were published by the Bombay Government during the year for the information of persons likely to be affected by it. The rules were in due course examined by the Committee, but they called for no criticism from the Chamber.

FEES FOR EXTRA WORK DONE BY SURVEYORS.

In the report for 1895 reference was made to a proposal that overtime fees should be charged for work done by surveyors on Sundays and certain holidays, and in reply to an enquiry from Government the Committee gave it as their opinion that the additional fee proposed by the Port officer—namely Rs. 40 per hour—should be levied for and by the day only, seeing that it would be in addition to the ordinary fees payable to surveyors.

In July last a draft Notification appeared in the *Bombay Government Gazette* to the effect that "in addition to the "fees chargeable under Rule 13, there shall be payable at "the time of application to the Port officer, Bombay, a fee "of Rs. 50 in respect of every survey which is required by "such application on any of the days mentioned," and notice was given that the draft rule would be taken into consideration on and after the 1st day of September 1896, together with any objections or suggestions relating thereto

received before that date. The notification in question was duly observed by the Committee, but in view of the opinion previously expressed by them, they did not consider it necessary to address Government again on the subject.

RULES UNDER THE INLAND STEAM VESSELS ACT, 1884.

On 16th July the Government of Bombay published certain rules, which it was proposed to make for the Port of Surat, for the purposes of Section 21 of the Inland Steam Vessels Act of 1884, as amended by subsequent enactments. The rules were in due course circulated to Shipping Companies in Bombay, but as no suggestions were received by the Chamber, the Committee did not take any action in the matter.

INSPECTION AND REGULATION OF MINES IN INDIA.

The question of the inspection and regulation of mining operations in India has been under the consideration of the Government of India for many years past, and has formed the subject of several references to local Governments. No action was taken upon the earlier proposals for legislation; but in 1890 the question was again raised by the then Secretary of State, who forwarded a copy of the proceedings of the Berlin Conference of 1890, and asked the Government of India to consider the advisability of undertaking legislation for the inspection of mines and for the regulation of the employment therein of women, young persons, and children. After considering the views of local Governments upon this question, the Government of India decided that, before taking any action,

it was advisable to obtain a fuller knowledge of the conditions of labour in Indian mines; and for this purpose Mr. Grundy, one of Her Majesty's Inspectors of Mines in England, was appointed to inspect Indian mines and to report what regulations he would recommend for the protection of the miners. Mr. Grundy's first report for the year ending 30th June 1894 satisfied the Government of India that some regulation of the working and sanitation of mines was necessary, though they preferred to take no action upon his recommendations regarding female and child labour until they were in possession of his views based upon a wider experience of the country generally. A Committee was therefore appointed by Government to frame general rules applicable to all mines; to frame special skeleton rules to be applied to individual mines or groups of mines; and to specify the heads on which legislation was desirable and the provisions which they would suggest under each.

The members of this Committee having in due course submitted their report to Government, together with the draft Act and Rules framed by them, copies of these documents were forwarded by the Bombay Government to the Chamber in November last for any remarks the Chamber might wish to offer on the subject.

The papers having been considered by the Committee, and the views of those interested ascertained, Government were informed that the Chamber had no criticism to offer on the proposed legislation.—(*Appendix* Q.)

EXAMINATION OF, AND GRANT OF CERTIFICATES OF COMPETENCY TO ENGINEERS OF SEA-GOING STEAM-SHIPS.

In exercise of the powers conferred by Section 36 of the Indian Steam Ships Act, the Bombay Government published on 3rd August the draft of an amendment which it was proposed to make in the rules for the examination of and grant of certificates of competency to engineers of sea-going steam-ships under the said section.

The draft having come to the notice of the Chamber, a Sub-Committee was appointed to consider and report upon same, but on a careful examination they found there was nothing to object to in the proposed amendment and that it did not, therefore, call for any criticism from the Chamber.—(*Appendix* R.)

PROPOSED AMENDMENT OF THE LAW IN CONNECTION WITH THE SETTLEMENT OF DISPUTES BY ARBITRATION.

With reference to the remarks on this subject, in the report for 1895, the Committee were addressed by the Bombay Government in July last, asking for their views in connection with a memorial submitted by the Chamber of Commerce at Rangoon to the Government of India concerning the present state of the Indian Law as to the settlement of disputes by arbitration otherwise than in the course of a suit, and asking for its amendment on the lines of the English Law relating to arbitration as contained in Statute 52 and 53 Victoria, Chapter 49.

As the law at present stands, the arbitration clauses usually inserted in contracts for the sale and purchase of goods, and in indents and also in many miscellaneous

agreements, appear to be a dead letter in all cases where either of the parties offers obstruction to the carrying into effect of the agreement to refer. This, in a great measure, the Committee understand, arises from the restricted form of the arbitration clause usually inserted in such agreements which does not, as a rule, provide for the appointment of an arbitrator by a Court having jurisdiction in the event of the parties not being at one as to the arbitrators to be named.

On further consideration of the matter, and after taking legal advice on the subject, the Committee were of opinion that an amendment of the law under the circumstances stated above, would be very desirable, and, in every respect, an improvement upon the law as it now stands. They accordingly addressed the Government of Bombay supporting the memorial of the Rangoon Chamber of Commerce.—(*Appendix* S.)

PROPOSED INDIAN BILLS OF SALE ACT.

The attention of the Chamber having been called to a Bill introduced in the Imperial Legislative Council on the 17th December for the purpose of providing for the compulsory registration of certain transfers and dispositions of goods in order to prevent debtors from defeating the claims of their creditors by secret assignments of such goods, the Committee, in view of the importance of the proposed measure to the commercial community, appointed a Special Committee, at the close of the year, to consider and report upon the provisions thereof, and the matter is now under consideration.

Since the appointment of this Special Committee a communication has been received from the Bombay Government asking for the views of the Chamber on the Bill.

The main provision of the Bill is to the effect that, where a person sells or charges his moveable property, but remains in ostensible possession under such circumtances as to be the apparent owner thereof, such property shall be liable to be taken in execution or by the assignee in bankruptcy unless the assignment or charge is in writing and is duly registered; but the Bill in no way interferes with the validity of any transaction, as between grantor and grantee. In order to avoid interference with the ordinary course of trade, mercantile documents of title, such as bills of lading, dock warrants, &c., must continue to be exempt from registration, and are, therefore, removed from the operation of the proposed enactment along with anti-nuptial marriage settlements, bills of sale executed outside British India, rights of distress and rights of priority specially conferred by law. Power is at the same time taken by clause 5 of the Bill for the Governor-General in Council to make rules to supplement its provisions where necessary.—(*Appendix* T.)

PROPOSED REVISION OF THE RULES UNDER THE INDIAN EXPLOSIVES ACT of 1884.

The Government of India published in November last a fresh set of rules which they propose to issue for the purpose of regulating the transport and importation of explosives under the provisions of the Indian Explosives Act of 1884.

The Chamber having been favoured, through the Bombay Government, with a copy of these rules, the Committee had them carefully examined by those interested, and informed Government that they had no criticism to offer, the additions and alterations now proposed meeting with their approval.—(*Appendix* U.)

PROPOSED LORD'S DAY ACT.

The Lucknow Missionary Conference having had their attention drawn to the fact that there has not been any law in India providing for the rest of the Lord's Day, since the repeal of the Lord's Day Act in 1877, were of opinion that the time had arrived to present once more a memorial to the Government of India asking that a short Act might be passed in which the Lord's Day should be declared both a legal *dies non* and a public holiday on which none could be compelled to work or attend to official duties, except in such particular cases as the Act might definitely specify.

A memorial was accordingly drawn up for submission to the Viceroy and Governor-General of India in Council by the Central Committee of the Lord's Day Union, Calcutta, and the Committee was at the same time asked to give it the Chamber's support.

The Committee, however, did not comply with this request, and in acknowledging receipt of the papers informed the writers that they regretted they could not see their way to supporting the memorial.—(*Appendix* V.)

LEGISLATIVE ENACTMENTS.

The following Acts were passed by the Government of India during the year 1896 :—

Act No. I.—An Act to amend the Indian Emigration Act, 1883.
" II.—The Cotton Duties Act, 1896.
" III.—An Act to amend the Indian Tarriff Act, 1894.
" IV.—An Act to amend the Indian Ports Act, 1889.
" V.—An Act to amend the Foreign Jurisdiction and Extradition Act, 1879.
" VI.—An Act to amend the Indian Penal Code.
" VII.—An Act to amend the Presidency Small Cause Courts Act, 1882.

Act No. VIII.—An Act to provide for the Establishment of bonded warehouses at places other than Customs ports, and to afford facilities for the bonding of salt in such Warehouses.

" IX.—An Act to amend the Indian Railway Act, 1809.

" X.—An Act to amend the Indian Volunteers' Act, 1869.

" XI.—An Act to amend the Legal Practitioners' Act, 1879.

" XII.—The Excise Act of 1896.

" XIII.—An Act to amend the Code of Criminal Procedure, 1882.

" XIV.—An Act to amend the Government Tenants (Punjab) Act, 1893.

" XV.—An Act to amend the Glanders and Farcy Act, 1879.

" XVI.—An Act to amend the Indian Post Office Act, 1866.

" XVII.—An Act to amend the Punjab Land Revenue Act, 1887.

" XVIII.—An Act to amend the Punjab Municipal Act, 1891.

" XIX.—An Act to provide for the temporary appointment from time to time of an additional Judicial Commissioner for the Central Provinces.

" XX.—The Sindh Encumbered Estates Act, 1896.

" XXI.—An Act to amend the Indian Paper Currency Act, 1882.

Those passed by the Government of Bombay were as under :

Act No. I.—An Act to amend the Bombay Civil Courts Act, 1869.

" III.—(of 1895) * An Act to amend the Bombay Civil Courts Act, 1869.

THE INDIAN MERCHANDISE MARKS ACT.

In connection with the regulation published in August 1894, directing the adoption at all Indian Ports of the practice of the Customs authorities in Bombay as to the indication of the country of origin, as well as of the names of the shippers, to be placed on the capsules and

* This Act received the assent of the H. E. the Viceroy the Governor-General on 6th January 1896.

corks of bottles of wine and other liquors as well as on the labels, the Government of India, on account of representations made to them by the Calcutta Wine, Spirit, and Beer Association in the matter, have, during the year, issued a fresh set of executive instructions defining the order referred to more clearly so as to prevent misapprehension, and avoid trade being hampered, and this notification will be found in the appendix. Fresh instructions have also been issued with regard to the order previously passed as to goods bearing the names of British or British Indian firms being detained unless the origin of the goods was indicated on the same label as that on which the name appeared, and a copy of the Notification will be found in the completed report together with the descriptions of cotton piece-goods which require to have their length stamped on them, under the orders contained in the Notification of the Government of India in the Department of Finance and Commerce, No. 1430, dated 6th April 1891.

The imposition of import duties has been followed by closer attention on the part of the Custom House authorities in connection with the administration of the Indian Merchandise Marks Act and in the detection of a larger number of infringements than in previous years. The aggregate number of detentions under the Act during the last official year was 1622 against 955 in 1894-95, and 1287 in 1893-94, the increase on the preceding year being nearly seventy per cent. The number of cases in which detention was followed by confiscation was 3, the same as in 1894-5, against 11 in 1893-94 and 15 in 1892-93. Fines were imposed in nearly 83 per cent. of the cases; in 25 cases permission was given to re-ship the detained goods, in 12 cases with and in 13 without payment of fine. In the remaining cases no penalties were imposed, the goods being passed with a warning. From the reports published by

Government the increase in the number of detentions in Bombay (where it was largest) is attributed by the local authorities to the extended examination of goods having been rendered possible by the additional staff employed since the import duties came into force, and also to many importations from Japan and other countries not having been stamped in accordance with the provisions of the Act.—(*Appendix* W.)

THE INDIAN COTTON DUTIES AND TARIFF ACTS.

The Chamber has been consulted at various times during the year under review on points connected with the working of these Acts, and the Committee have rendered such assistance as lay in their power. They also approved of the representation made by the Madras Chamber of Commerce to Government urging—with reference to the competition of prison and free labour—that Jails be brought within the Factory Act and, with other buildings now within the scope of that Act, be called "mills" for the purposes of the Cotton Duties Act, whether the motive power in any such jail or factory, was machine or hand. The matter, however, had already engaged the attention of the Government of India, and before the representation from the Madras Chamber had time to reach the authorities, a Notification was issued to Local Governments by the Home Department, requiring the excise duty to be taken into account in fixing the selling prices of the prison-made cotton goods competing with goods paying the duty to Government.—(*Appendix* X.)

TARIFF VALUATIONS.

The Chamber has been furnished regularly by the Collector of Land Revenue, Customs and Opium, Bombay, with a copy of the statement prepared by that official every

month, showing the average values of articles liable to duty at Tariff Valuations; and these returns are always available to members for inspection.

CUSTOMS CIRCULARS.

From the Government of India the Chamber has also received, from time to time, copies of notifications issued under the above heading, dealing with matters in connection with the administration of the Tariff and Cotton Duties Acts, and these, too, are available for reference.

REGISTRATION OF TRADE MARKS IN INDIA.

The attention of the Chamber having been drawn to the system introduced by the Custom House authorities in Calcutta to accept the deposit or registration of trade marks with a view to preventing the importation into India of goods bearing colorable imitations of such marks, the Committee addressed the Collector of Land Revenue, Customs and Opium, Bombay, enquiring whether he could see his way to taking similar action for the purpose of protecting importers in Bombay. In the reply received the Collector intimated that the matter had been carefully considered by his predecessor and himself and dealt with most exhaustively, and that the conclusion arrived at was against the proposed register.

In the meantime, from enquiries instituted by the Committee, it appeared that considerable difficulty was experienced in working the register in Calcutta and that the whole scheme had been re-submitted to the Government of India for consideration and orders. At a later date it was notified by the Collector of Customs, Calcutta, that the registration had been discontinued under instructions from Government.—(*Appendix* Y.)

DUES LEVIABLE IN RESPECT OF THE BASSES AND MINICOY LIGHTS.

Through the courtesy of the Government of India, the Chamber was favoured with copy of an order received from Her Majesty's Secretary of State for India revising, with effect from 1st July 1896, the dues leviable in respect of the Basses and Minicoy Lights. In respect of the great Basses and Little Basses Lights, the dues are fixed at three-eighths of a penny per ton, and in respect of the Minicoy Light at one-eighth of a penny per ton of the burden of every ship or every voyage in which she passes or derives benefit from the lights. These dues are subject to an abatement or discount of twenty-five per cent. and are leviable at ports in India in Indian currency at the rate fixed for the time being for the adjustment of accounts between the Imperial and Indian Governments.—(*Appendix* Z.)

OFFICIAL TELEGRAPH VOCABULARY.

The representations made in the first instance by this and latterly other Chambers of Commerce in connection with the official vocabulary of code words, compiled by the Berne International Telegraph office, has, the Committee are glad to state, resulted, so far, in the obligatory use of the code being indefinitely postponed pending the issue of a new edition. This decision was arrived at at the recent Telegraph Conference held at Budapest. In communicating this information to the Chamber the Director-General of Telegraphs in India stated that the general desire expressed at the Conference in regard to this vocabulary was to satisfy to the fullest extent the wishes of merchants and Chambers of Commerce, and that to this end it was clearly

advisable to reproduce in the new edition all the admissible words now to be found in actually existing private codes. It was his opinion, therefore, that the request made in the circular issued by the International Office to be furnished with copies of private codes was a reasonable one, as if they were consulted and fully made use of there should be no cause for complaints hereafter that any particular interest had been neglected; while the codes themselves, he considered, would remain serviceable even after the vocabulary was declared obligatory, provided they were constructed in accordance with the regulations laid down for International Telegraphy.

The Chamber while welcoming the proposed issue of a revised edition of this code, informed the Director-General that it was strongly opposed to it ever being made compulsory, existing private codes and keys, so long as they conformed to telegraphic rules, being made permissible. As the best keys or vocabularies were copyright, it was not open to the members of the Chamber to assist, even if they wished to do so, the International Telegraph Conference in the direction suggested by the Director-General, nor did the Committee consider that the labour of men who had made a study of codification and had spent time and large sums of money in assisting the public to cheapen the cost of telegraphing, should be rendered null and void by compliance with the code now submitted. The Chamber expressed the hope that the Government of India would continue, as in the past, to oppose the compulsory adoption of an official vocabulary, should the proposal be again brought forward, as they were strongly averse to it for the reasons stated in their previous representations on the subject. But if the International Telegraph office could frame a vocabulary better, cheaper and with a larger number of ciphers than existing private ones

it would, the Committee considered, meet with a large sale and be generally adopted ; but they deprecated its use, under any circumstances, being made compulsory.—(*Appendix* AA.)

REFUNDS OF STAMP DUTY ON SPOILED BILLS OF EXCHANGE.

The interpretation placed upon clause *(a)* of Section 51 of the Stamp Act of 1879 by the Collector of Madras led to a representation being made by the Chamber of Commerce of that port in January of this year, to the Secretary of the Board of Revenue, in reference to a claim made by a firm in Madras for refund of stamp duty on certain bills of exchange which before being signed, they discovered to have been inadvertently rendered unfit, through a clerical error, for the purpose for which they were intended, and they accordingly asked for the return of the value of the stamp under the clause referred to, namely :—"Allowance shall be made by the Collector for impressed stamps spoiled in the cases hereinafter mentioned, namely, (a) the stamp on any paper inadvertently and undesignedly spoiled, obliterated, or by any means rendered unfit for the purpose intended, before any instrument written thereon is executed before any person." The Collector of Madras in declining to grant a refund stated that the clause under which it was claimed did not apply to the circumstances of the case ; adding that it was applicable only where accidental spoiling of the paper of which the stamp was made had occurred, and did not cover cases in which a person had used the paper in the ordinary way, but had made a mistake in so using it. The Madras Chamber, in bringing the matter to the notice of the Board of Revenue, held that the clause in question had been

wrongly interpreted by the Collector, and requested that the Board would issue orders on the subject.

In the meantime the Committee were addressed by the Madras Chamber of Commerce with the view of ascertaining the custom prevailing in Bombay in similar cases. To this enquiry a reply was given to the effect that the practice in Bombay with regard to obtaining refunds of the value of stamps on spoiled bills of exchange, was to send to the Collector any bill which was spoiled or found useless for the purpose for which it was drawn, and that the refund was allowed, less the usual discount of one anna. Even in the case of drafts sent home and subsequently returned unused, the value of the stamps had been recovered months after they were impressed.—(*Appendix* BB.)

UNIFORM SYSTEM OF STORM SIGNALS.

Commander C. F. Oldham, R. N., the officer in charge of the Marine Survey of India, called attention, during the year, to a defect in the system of storm signals at present in force in India, pointing out that the same storm signal had different meanings in different ports on the Coast of India, and suggesting the great desirability of having one uniform system for the whole of India so that there might be no confusion. There are at present three systems of signals in force. The first is a complicated system for the river Hoogly, which is necessary for the full protection of vessels proceeding from Calcutta down the river to sea immediately before or during the prevalence of stormy weather in the Bay. It is a special system of signals devised and gradually improved to meet special conditions, and it was not considered desirable to make any change in it, more especially as the Port Officer and the whole body of the Hoogly pilots who have to use it are reported to be

satisfied with it. The second is the system worked by the Bengal Meteorological officer for giving storm signals to all the ports on the Bay of Bengal, which is also applicable to Madras Ports on the Malabar Coast ; and the third is worked by the Simla Meteorological Office for giving storm warnings to ports on the Bombay Coast of the Arabian Sea from Kurrachee to Honovar. The Meteorological Reporter to the Government of India, who was consulted on the subject, fully agreed with Commander Oldham that the present dual system should be replaced by a single and uniform one for warning the Ports of the Arabian Sea and the Bay of Bengal, excepting the system in force on the River Hoogly, which it was not deemed necessary to disturb, for the reasons stated above.

The opinion of the Committee was in due course invited by the Government of India through the Bombay Government on these suggestions, and after careful examination of the papers they replied expressing their entire approval of the proposals submitted by Commander Oldham and the Meteorological Reporter, but as to the details of the day and night signals referred to, they expressed no opinion, preferring to leave the decision with the experts to be consulted by the official authorities.—(*Appendix* CC.)

PAPER CURRENCY RESERVE.

The opinions of various Chambers of Commerce, banking establishments, and other institutions, having been received by the Government of India on the proposal to take power from the legislature to raise from eight to ten crores of rupees the limit up to which the paper currency reserve might be invested in Government securities, Her Majesty's Secretary of State for India was addressed in June last by the Imperial Government asking for permission to in-

troduce a Bill to give effect to the proposal during the present legislative session, if on consideration it then appeared desirable in view of public opinion to do so. The Secretary of State replied on 6th August assenting to the course proposed and adding that in such a measure the best course would be to deal with the paper currency on its own merits, and not to allow the questions of the proper reserve to be dependent on the possible effect which the addition of two crores of rupees to the supply in the market might have on the exchange value of the coin.

At the meeting of the Council of the Governor-General of India, held at Calcutta on 17th December 1896, Sir James Westland introduced a Bill to amend the Indian Paper Currency Act of 1882, as stated above, which, after some discussion, was approved and passed into law.—(*Appendix* DD.)

LOSS OF CARGO DURING DISCHARGE AT COCHIN.

The question of the frequent losses of cargo during discharge at Cochin again attracted the attention of the Chamber of Commerce at that Port, and in August last the Committee were addressed by that body on the subject, more particularly with respect to the exceptional loss of a large number of bags of rice which was alleged to have occurred while being discharged from the steamer "Planet Mercury."

The matter, however, being one which more directly concerned underwriters, the Committee handed over the correspondence to the Bombay Underwriters' Association, (informing the Cochin Chamber at the same time that such had been done,) and they understand that that body is giving the matter attention with the view of devising a system for minimising such losses in future.—(*Appendix* EE.)

TELEGRAPH CHARGES BETWEEN INDIA AND EUROPE.

In March last, the Chamber was informed by the Bombay Government that delegates from the Indian and Indo-European Telegraph Departments would be sent to represent the interests of the Government of India at the next International Telegraph Conference at Buda-Pesth; that the Secretary of State for India had been informed of the representations made by the various Chambers of Commerce in favour of a reduction of the rates for telegraph messages between India and Europe, and of the Government of India's reply to those representations; that His Lordship had been addressed on the subject of the instructions which would be given to the Indo-European Telegraph Department delegate, and that, on receipt of His Lordship's reply, directions would be formulated for the guidance of the delegate from India. Shortly after, information reached the Chamber that Mr. Reynolds, Director-General of Telegraphs in India, would be passing through Bombay, and the Committee accordingly arranged for an informal interview with him, in the rooms of the Chamber, for an interchange of views in regard to the proposals to be brought before the Conference. From what Mr. Reynolds said, the views entertained by the Government of India in the matter coincided, generally, with those which it was the intention of the Committee to formulate in an official communication. Under the circumstances, it was not deemed necessary to again address Government.

The Conference was held in the months of June and July 1896, and since then the Committee learn, unofficially, that the delegate from India, acting on instructions, had endeavoured to secure a reduction in the existing tariff, but failed to do so owing to objections entertained by the Eastern

Telegraph Company; also that the India Office promised that the matter should not be lost sight of whenever a suitable opportunity occurred for taking action.

It is satisfactory, however, to find that while the present high tariff for messages between India and Europe remains unaltered, a reduction has been notified in the rates to China and Japan. At the close of the year the Director-General of Telegraphs informed the Chamber that, at the Conference referred to, the Eastern Extension, Australasia, and China Telegraph Company, announced that they proposed to make considerable reductions in their charges for telegrams originating in India, and directed over their system of cables, *via* Madras to Singapore, Java, Sumatra, Hongkong, Shanghai and Japan. Further, that the Indian Telegraph Department had since received confirmation of this proposal and an intimation that the reduced charges would have effect from 1st January. These reductions amount to as much as Rs. 3 per word to Shanghai and Japan, to Rs. 2 per word to Hongkong, and to nearly Re. 1 per word to the other places.

While this report was in preparation, a further communication was received from the Director-General intimating that a telegram had been received from the Head Office, Eastern Extension, Australasia and China, Telegraph Company in London saying that in the case of Japan and the Philippine Islands the proposed reduced rates for telegrams had been unavoidably postponed, but that to all other places the reductions already announced held good.—(*Appendix* FF.).

PROPOSED ALTERATION IN THE OBSERVATION POINT LIGHTHOUSE, PERIM.

The Chamber having been consulted by the Government of Bombay with respect to a proposed alteration in the Observation Point Lighthouse, Perim, the Committee, after consulting the representatives of Shipping Companies in Bombay, informed Government that, in their opinion, it would not be advisable to make any alteration in this Light, as the Chamber was assured that it fully carried out all the intentions for which it was constructed, and that any extension of the area of the White Light might lead deep draft ships closer to danger.—(*Appendix* GG.)

SALE OF GERMAN AND FRENCH MANUFACTURES IN CHINESE TURKESTAN.

Through the courtesy of Captain G. C. Trench, British Joint Commissioner at Ladak, the Chamber was favoured during the year with samples of German and French manufactures which Indian merchants were carrying for sale to buyers for Chinese Turkestan. In forwarding these samples Captain Trench said that it might be through ignorance of the requirements on the part of the large houses in Bombay, or ignorance on the part of the trader from what house he could purchase similar goods of English manufacture that the German and French articles held the field, and it seemed to him a pity that such goods were not supplied to merchants from England. In any case he was of opinion that English houses, who could supply similar goods, should send him their cards together with a pattern, if possible, of any of the stuffs forwarded by him, so that he might distribute them to the traders who bought in Bombay.

In thanking the British Joint Commissioner at Ladak for the information he had been good enough to supply, the Committee pointed out that so long as traders of the Continent of Europe were at liberty to import and sell their productions in this country, and were able to undersell British manufactures, so long would the native dealers buy from the cheapest sellers; but that the samples sent, and the information supplied by him, would be passed on to the Manchester Chamber of Commerce for the guidance of Lancashire makers. This was accordingly done, and in acknowledging receipt of the papers, the Secretary of the Manchester Chamber said that the patterns would be exhibited to firms interested in this trade, and that the Committee's letter, as well as Captain Trench's communication, would be published in their *Monthly Record* for general information.

Captain Trench has also been in direct correspondence with the Manchester Chamber of Commerce, and in a lengthy communication addressed by him to that body in September last, some interesting particulars are given regarding the trade which passes through Leh. In his last annual trade report it was recorded that nearly £40,000 worth of Manchester cotton goods found their way through Leh to Chinese Turkestan. Of all the merchandise which was exported through that place, from Europe and India, amounting to about £240,000, cotton goods from Manchester alone were able to compete with Russian goods of a similar kind, which were manufactured within easy distance of the chief towns, Yarkand and Kashgar. In other trades, such as coarse manufactured silk, velvet, cloth, and coral, which were the chief items of export, Germany, France, and Italy had driven out the English article, and now Germany was gradually obtaining the monopoly and ascendancy over France in

velvet, while the coral and silk remained to Italy. The trade by this route had shown a very steady annual expansion, the total imports and exports being three times as large as ten years ago, when the Government of India first took an active part in encouraging it. Captain Trench called particular attention to the red cotton white flowered Manchester-made handkerchief of oblong shape, which was one of the largest demands of Manchester cotton goods in Kashgar. The traders had frequently represented to him that the demand in Kashgar and Yarkand was for square ones, and not oblong ones, because they were used as sashes, tied three-cornered ways. They also stated that they had represented this matter to their Calcutta and Bombay houses, but had never been able to procure square ones, which they knew was what was really needed.—(*Appendix* HH.)

EXPORTS OF INDIAN TEA TO CENTRAL ASIAN MARKETS.

The question of the quality of tea exported from India for Central Asian Markets engaged the attention of the Indian Tea Association, Calcutta, in consequence of unfavourable reports received from Consular Officers as to the quality sent forward. The Chamber having been asked to look into the matter so far as the exports from Bombay were concerned, enquiries were made by the Committee among the principal shippers in Bombay. Messrs. Grindlay Groom & Co., who are intimately acquainted with the tea trade on this side of India, stated that so far as their experience went they knew of no tea answering the description given by the Vice-Consul for Khorassan or with the brokers' valuation and report sent to the Indian Tea Association. All the tea that

passed through their hands for either sale or shipment had, they stated, been genuine tea, and that no question as to their fitness for consumption could be entertained. Messrs. David Sassoon & Co., who are also large exporters of tea, bore similar testimony, and in addressing the Secretary of the Indian Tea Association the Committee forwarded copies of the reports received from these firms on the subject.—(*Appendix* II.)

REPRESENTATION OF THE CHAMBER IN THE LEGISLATIVE COUNCIL OF THE GOVERNMENT OF BOMBAY.

Mr. W. R. Macdonell, who was elected to represent the Chamber in the Legislative Council in 1895, resigned office on proceeding to Europe in March 1896. In accordance with the rules passed at the general meeting on 10th May 1893, the Committee appointed Tuesday, 7th April 1896, for the purpose of balloting for a representative in place of Mr. Macdonell. Mr. A. F. Beaufort, who had in the meantime succeeded Mr. Macdonell as Chairman of the Chamber, was elected as an additional member of Council, and on his nomination being submitted to Government, he was duly appointed by H. E. the Governor.—(*Appendix* JJ.)

REPRESENTATIVES OF THE CHAMBER IN THE MUNICIPAL CORPORATION.

Major H. D. Olivier, R.E., who was elected last year as one of the representatives of the Chamber in the Bombay Municipal Corporation, resigned office in August last, as he found that the duties in connection with the Railway represented by him were such that it was almost impossible for him to attend, with any degree of regularity, the meetings of the Corporation.

In accordance with the provisions of the Municipal Act, the Municipal Commissioner, on being apprised of Major Olivier's resignation, appointed Monday, 19th October, for the election of a successor, and the usual balloting having taken place on that day, Mr. P. B. Savile, of Messrs. Forbes, Forbes & Company, Limited, was elected to fill the office.—(*Appendix* KK.)

ELECTION OF PORT TRUSTEES.

The two years' term of office of Mr. W. R. Macdonell, Mr. H. W. Uloth and Mr. S. M. Moses, as Trustees of the Port of Bombay, having expired on 31st March 1896, the usual balloting took place in the rooms of the Chamber in that month and resulted in the re-election of Messrs. Uloth and Moses and the appointment of Mr. R. G. Currie.

Later in the year Mr. Uloth resigned his seat on leaving Bombay, and the balloting, which took place on the 24th and 25th September, resulted in the election of Mr. I. M. Shields.

BOMBAY PORT TRUST BUDGET ESTIMATES.

In the appendix will be found a copy of the Memorandum on the Budget Estimates of the Bombay Port Trust for the year 1895-96. These estimates have not called for any criticism by the Committee, the views of the Chamber having been represented in the preparation of same through its representatives on the Trust.—(*Appendix* LL.)

ELECTION OF NEW MEMBERS.

The following firms and companies were elected during 1896, the total number of members, at the end of the year, being 75 as compared with 73 on 31st December 1895 :—

Messrs. Sassoon J. David & Company, proposed by Messrs. Greaves Cotton & Company, seconded by Messrs. Lyon & Company.

Messrs. J. G. Trefftz and Sohn, proposed by the Agent of the Chartered Bank of India, Australia and China, seconded by Messrs. A. Blascheck & Company.

Messrs. Thomas Cook and Son, proposed by Messrs. Greaves Cotton & Company, seconded by the Superintendent, P. & O. S. N. Company.

The Nippon Yusen Kaisha, proposed by the Superintendent, P. & O. S. N. Company, seconded by Messrs. Tata & Sons.

Messrs. Thomas G. Hill & Company resigned membership during the year.

CHAMBER'S STATISTICAL PUBLICATIONS.

A desire having been expressed that information respecting the amount of rupee paper enforced for payment would be of use to members of the Chamber if supplied regularly, the Secretary and Treasurer of the Bank of Bombay has, at the request of the Committee, been good enough to furnish the Chamber with a statement, weekly, showing the amount of Government promissory notes enfaced from Bombay to London and from London to Bombay at Bombay, and this information is now published regularly with the Current Quotations issued by the Chamber.

The return of daily arrivals of cotton, wheat and seeds by rail and sea has been considerably improved during the year, and it now includes information of the daily arrivals of principal food grains into Bombay, as also the receipts of the various growths of cotton to date, compared with the corresponding periods in the previous season.

The monthly statement published by the Chamber showing the stocks and deliveries of cotton piece-goods and yarn, copper and yellow metal sheets, has also been enlarged, and the return—in addition to the information previously given—now shows the number of cases and bales of cotton piece-goods and yarn delivered to sundry merchants and passed out from the docks; increase or decrease on the preceding months stocks, and, for purposes of comparison, the corresponding stocks in each month of the years 1891 to 1895. The Committee are indebted to the Trustees of the Port for having undertaken to furnish the Chamber with the figures of deliveries from the docks, in addition to the information supplied by their Traffic Manager in regard to the stocks at, and deliveries from the warehouses of the Trust.

Owing to the enlargement and increased number of the returns published by the Chamber, it is found that the charges made to members and others for same do not cover cost of printing and the statistical establishment. The Committee will accordingly bring forward a resolution at the general meeting to raise the scale of charges all round.

GOVERNMENT TRADE RETURNS.

With reference to the monthly statement issued by the Government of India, Department of Revenue and Agriculture, showing the imports of cotton, wheat, linseed and indigo into Calcutta, Bombay and Kurrachee, the Com-

mittee—with the view of making the return of greater use to the commercial community and at the same time forming valuable appendices to their own returns—addressed the Director-General of Statistics in March last suggesting that the statement should include (1) the imports by sea as well as by road and rail, and (2) that maunds (of $82\frac{2}{7}$ lb.) should be reduced to cwts., also that the quarterly rail returns should be given in cwts. in place of maunds.

The Director-General has been pleased to give effect to the first two of these suggestions, and with regard to the third, he intimated that he hoped to be able to meet the wishes of the Chamber at a later date.

At the request of the Committee, the Collector of Land Revenue, Customs and Opium has been good enough to give instructions to have the totals of each separate article (quantities and values) made up in the trade returns for Bombay and Sind, which are published monthly in the local *Government Gazette*.—(*Appendix* **MM.**)

PREPARATION OF CROP FORECASTS.

The suggestions made by the Chamber last year, at the request of Government, regarding the simplification of the form of the table attached to the final forecasts of crops, have been adopted by the Government of India, and copies of the revised form were forwarded to Local Governments and other authorities by the Director-General of Statistics, requesting that it should be substituted for the form previously prescribed. The object of the revision is to eliminate expressions of doubtful meaning, to delete columns which it is difficult to fill up accurately, and to make the form generally clearer, simpler, and more precise.—(*Appendix* **NN.**)

CERTIFICATES OF ORIGIN.

Through the courtesy of the Government of India the Chamber was favored with copy of a notification received by Her Majesty's Secretary of State for India regarding the non-requirement of certificates of origin for certain imports into Russia. The production of such certificates, laid down by the regulation of the 10th June 1893, is abolished for all goods with the exception of the following articles of import:—Arack, Rum, etc., No. 27, of Tariff; Lead in rolls, etc., p. 2 of No. 146 of the Tariff, and Zinc, pp. 1 and 2 of No. 147 which remain subject to the duties of the Conventional Tariff. The Customs duties on corks and articles made of cork, laid down in Tariff (A) annexed to the Russo-Portuguese Treaty of Commerce, are applicable to arrivals from Germany and every other country enjoying most favoured nation treatment.

The Committee are also indebted to the Imperial Government for copies of papers relating to the requirements of Spain in the matter of certificates of origin for goods exported from the United Kingdom to that country, which will be found in *Appendix* OO.

BILLS OF HEALTH.

In a despatch received by the Bombay Government from the Secretary of State for India in Council, it was notified that Bills of Health taken by vessels bound for Madagascar must be vise by French Consular authorities at their last ports of call. The Chamber having been furnished with a copy of this notification, it was circulated for the information of shipping companies in Bombay.—(*Appendix* PP.)

KEROSINE OIL INSTALLATION AT MODY BAY.

In reply to an enquiry from the Committee as to what precautions were being taken by the Trustees for ensuring the safety of shipping and property in the neighbourhood of the Kerosine Oil Installation at Mody Bay against the possibility of accident in event of fire breaking out in the depot, the following information was communicated to the Chamber by the Secretary of the Port Trust :—The oil is contained in tanks built of boiler plate. The Trustees have insisted on extra strength in these tanks and the top of each tank is to be covered with water to a depth of six inches. The tanks are contained in a moat or reservoir which is of sufficient capacity to contain all the oil in the tanks should they all fail together and thus prevent the oil from flowing away beyond the moat walls. Nothing except the tanks is permitted within the moat, all buildings being entirely outside it. The premises generally are enclosed within a high masonry boundary wall and are open to the wharf on three sides and to vacant land on the fourth side which land is about to be leased to Messrs. W. & A. Graham & Co., and will extend up to the strand road making the fourth side open to a road.—(*Appendix* QQ.)

PROPOSED ESTABLISHMENT OF A PASTEUR INSTITUTE IN INDIA.

The Chamber was addressed, in August last, by the Honorary Secretary to the Central Committee, Pasteur Institute of India, with reference to the establishment of such an institute in this country for the investigation of and combating infectious diseases affecting the population of India, and for the solution of economical problems, and soliciting information as to the willingness of the Chamber

to afford pecuniary support to the institute and the probable amount it would be prepared to subscribe in the event of the institute being established.

The Committee, while sympathising with the laudable efforts which were being made to establish a Pasteur Institute in this country, regretted that the object was beyond the scope of the Chamber, and accordingly informed the Honorary Secretary that they were not in a position to allocate any portion of its funds towards it.—(*Appendix* **RR.**)

CONGRESS OF CHAMBERS OF COMMERCE OF THE EMPIRE.

The Council of the London Chamber of Commerce having decided to hold a Congress of the Chambers of Commerce of the Empire in June last, similar to those held in London in 1886 and 1892, the Committee were asked by that body to nominate delegates to attend the Congress on behalf of the Bombay Chamber of Commerce. The Committee accordingly invited Mr. James Thorburn, of Messrs. Forbes, Forbes & Co., Ld., and Mr. M. R. Wyer, of Messrs. Wallace & Co., London, to attend the Congress on behalf of this Chamber, and these gentlemen having consented, their names were communicated to the Council of the London Chamber of Commerce.—(*Appendix* **SS.**)

IMPERIAL INSTITUTE.

In response to a request from the Government of India, the Committee had pleasure in again nominating Sir Frank Forrbes Adam, C. I. E., of Messrs. Graham and Company, Manchester, as the representative of the Bombay Chamber of Commerce on the Indian Section of the Governing Body

of the Imperial Institute, and Sir Frank, having been addressed by the Committee, expressed his willingness to continue in the Council if re-elected.—(*Appendix* TT.)

PUBLIC AND CHARTER-PARTY HOLIDAYS FOR THE YEAR 1897.

The Committee appointed by Government for the purpose of considering and reporting as to what days in the year 1897 should be recognised as holidays, under the Negotiable Instruments Act of 1881, met in the rooms of the Chamber in the first week of December, and their report having, as on previous occasions, been submitted to and approved by Government, printed lists of the days fixed were circulated among members of the Chamber and the public generally.

The holidays under Charter-Parties for 1897 were subsequently fixed by the Committee of the Chamber and published with those sanctioned by Government under the Act.

OPINIONS ON SAMPLES OF PRODUCE, &c., SUBMITTED TO THE CHAMBER.

Rao Bahadur Mansukhram Mulji, Administrator, Chota Udepur, having submitted to the Chamber, for opinion and valuation, samples of Chota Udepur and Jambughoda Mica, the Committee had the same examined, and informed the Administrator that the market value of the Jambughoda description was from Rs. 1-4 to Rs. 1-6, less ½ per cent., and that 50 to 100 tons could easily be disposed of at that figure. For the Udepur sample no valuation was obtainable. At the same time the Committee stated that at the low prices quoted above, it was unlikely that the stuff

could afford to pay railway freight to Bombay, but that if it could, his best plan to test the value of the stuff would be to send a few tons for sale to the consignment of a firm in Bombay.

The Egyptian State Domain's Administration, Cairo, forwarded a sample of "Zafiri" cotton to the Government of India in July last for the purpose of obtaining an authoritative opinion thereon. The Chamber having been consulted in the matter through the Survey Commissioner and Director, Land Records and Agriculture, Bombay, the Committee submitted the sample to the Directors of the Bombay Cotton Trade Association, Ld., and in accordance with their report informed the Survey Commissioner that the sample showed a very superior style of cotton, with long, fine, and silky staple and far above anything that was grown in India. It was quite possible, the Committee added, that a few of the mills in Bombay would be able to use such cotton provided the price suited them; but understanding that a similar communication had been addressed by Government to the Millowners' Association of Bombay, the Committee considered that that body was in a much better position to give a reliable opinion on the points mentioned in the correspondence.

From the British Joint Commissioner at Ladak the Chamber received a sample of carbonate of soda which he stated was found in moderate abundance in Ladak and was annually put up for sale to the highest bidder. The Chamber was asked for information as to the price this chemical would command in Bombay; whether any purchaser could be found at the price quoted, and what amount annually he would be willing to take, adding that at present he could supply about 15,000 maunds.

The sample having been submitted to Messrs. Kemp & Company, pharmaceutical chemists of this city, it was duly analysed by them and found to contain chloride and sulphates, as well as carbonate of soda and a considerable quantity of sand and other insoluble matter, and, in their opinion, was worth about Rs. 2 per candy. Enquiries were also made in the bazaar, and the Committee were informed that the commercial value of the sample was from Rs. 3 to Rs. 4 per candy of 784lbs.; and this information, together with Messrs. Kemp & Co.'s report, was communicated to the British Joint Commissioner.

TONNAGE SCALE.

No fresh articles have been tested during the year for the tonnage scale.

In reply to an enquiry from Messrs. Tata & Sons, the Committee gave it as their opinion that sandal-wood chips (in bundles) were lawful merchandise. As to the scale on which freight was to be charged, they stated that this must be a matter of special arrangement between the shipper and the Agent of the steamer as the article in question was not provided for in the Chamber's schedule, but that they understood it had been taken at 11 cwts. by two steamer agents in Bombay.

EXHIBITIONS.

Papers regarding the Empire of India Exhibition, London, the National Hungarian Milennial Exhibition, and the Brussels International Exhibition were received by the

Chamber from the Bombay Government during the year, but the Committee did not think it necessary to take any action respecting them.

WEATHER AND CROP REPORTS.

The notable absence of rain in the Punjaub, which for some time has had so much effect on the markets for cereals in Bombay, suggested to the Committee, during the last monsoon, the desirability of obtaining bi-weekly crop reports from some prominent stations in that Province. They accordingly arranged with Messrs. Ralli Brothers to obtain from their agents at Amritsar, Ferozepore and Mooltan similar crop reports to those furnished from other parts of India to the Meteorological Reporter for Western India, and telegraphic information, both as to the state of the weather and the condition of the crops, is now included in the official daily weather report from these three places. Meteorological intelligence from Sirsa and Lahore is, at the suggestion of the Chamber, also given in the report.

METEOROLOGICAL REPORTS.

The Resolution of the Government of India, reviewing the annual report on the administration of the Meteorological Department for the year 1895-96, shows that the number of observatories maintained by Government during that period was 175, or one fewer than in the preceding

twelve months. Observations were received regularly during the year under report, from the Seychelles Islands, and arrangements were made for the receipt of a daily weather telegram from that place during the months of May and June in order to test its value as a weather-indicating station for the advent and progress of the South-West monsoon. Daily telegrams were also received from the observatories at Astor and Minimarg, which were found useful in forecasting the cold weather storms of the period. Arrangements were also made with the Director of the Persian Gulf Section of the Indo-European Telegraph line for the receipt of daily weather telegrams, during certain months of the year, from Ispahan, Teheran, Bushire and Jask. Under marine meteorology a large amount of work was done during the year. Meteorological data were systematically collected from ships' logs and were utilized in the preparation of the monthly weather reviews. In accordance with the opinion of the leading meteorologists of Europe and America as to the importance of the Indian monsoon area charts, their publication has been continued for another four years.

THE BUBONIC PLAGUE IN BOMBAY.

The Bombay Government having appointed a Scientific Committee for the purpose of enquiring into the nature and history of the bubonic plague in Bombay, the Chamber, in response to a request from Government, expressed their willingness to render any assistance which lay in their power to the Committee in question.

The prevalence of this disease has led to the imposition of

QUARANTINE

and the enforcement of plague regulations in European and Foreign Countries, and also at Indian Ports, against vessels arriving from Bombay.

The Chamber has frequently in recent years called the attention of Government to this subject, when quarantine had been imposed by the Turkish and Egyptian authorities, and they have invariably been successful in securing the sympathy and assistance of both the Government of Bombay and of the Government of India. In this instance the Committee at first thought of addressing Government on the subject, but the rapid development of the disease rendered it evident that it would be futile to hope that their representations would have any effect, and they therefore refrained from taking action.—(*Appendix* UU.)

ARBITRATIONS SUBMITTED TO THE CHAMBER.

No special arbitrations have come before the Chamber for settlement during the year; but ordinary disputes in connection with piece-goods have been numerous; and under the rules passed by the Chamber in 1885, 58 cases were submitted to the Committee during 1896 in each of which an umpire was appointed to deal with the matter. The number of similar arbitrations referred to the Chamber in 1895 was 42.

JOINT STOCK COMPANIES.

The following Joint Stock Companies were registered in Bombay during the year 1896 :—

NAMES.	Nominal amount of Capital.
	Rs.
Agave Fibre Company, Limited	2,00,000
Ahmedabad Prantij Railway Company, Limited	20,00,000
Ahmedabad Satya Match Company, Limited	1,00,000
Asiatic Fire Insurance Company, Limited	20,00,000
Assur Veerjee Mills, Limited	10,00,000
Ahmednagar Oriental Mercantile Company, Limited	6,000
Albion Gold Mining Company, Limited	6,00,000
Ahmedabad Sarangpur Mills Company, Limited	6,00,000
Alnavar Gold Mining Company, Limited	2,00,000
Bharatkhand Cotton Mill Company, Limited	4,00,000
Bharatkhand Life Assurance Company, Limited	.....
Bombay Fire Insurance Company, Limited	25,00,000
Bombay Grain Trading Company, Limited	15,00,000
Chandur Manufacturing Company, Limited	2,00,000
Desai of Mongsooli Mahajan of Athni Ginning and Pressing Company, Limited	1,25,000
Dharwar Bank, Limited	50,000
Dharwar Shri Jaya Laxmi Pressing and Ginning Company, Limited	65,000
Diamond Mills, Limited	8,00,000
Empire of India Life Assurance Company, Limited	10,00,000
Gadag Ginning and Trading Company, Limited	30,000
Gaekwad Paper Manufacturing Company, Limited	3,00,000
Globe Manufacturing Company, Limited	12,00,000
Government Security Poona Mutual Provident Society, Limited	.....

NAMES.	Nominal amount of Capital.
	Rs.
Gold Mohur Mills, Limited	10,00,000
Gujrat Trading Company, Limited	25,000
Guzerat River Steamer Company, Limited	40,000
Guzerat Feeder Railway Company, Limited	10,00,000
Guzerat Life and Fire Insurance Company, Limited	30,00,000
Hindustan Pressing and Manufacturing Company, Limited	2,00,000
Hitwardhak Cotton Mills Company, Limited	5,00,000
India Lucifer Match Company, Limited	1,25,000
Jomabhoy Lalji Manufacturing Company, Limited	10,00,000
Khandeish Press Company, Limited	60,000
Kohinur Mills Company, Limited	16,00,000
Lakshmi Cotton Manufacturing Company, Limited	16,00,000
Maharastra Sralpsangra Hechhu, Mandly, Ld.	1,00,000
Mahuwa Mills, Limited	6,25,000
Mandal Ginning and Pressing Company, Limited	1,00,000
Master Flour and Spice Mills Company, Limited	1,00 000
Moon Mills, Limited	8,00,000
Naranji Mills Company, Limited	7,00,000
Nursingerji Manufacturing Company, Limited	10,00,000
Rajnagar Mercantile Association, Limited	2,00,000
Shroff Mills, Limited	10,00,000
Saraswati Mills, Limited	12,00,000
Satyodaya Spinning and Manufacturing Company, Ld.	2,00,000
Sind Flour Mill Company, Limited	2,00,000
Sir Waghji Wudhwan Camp Manufacturing Company, Limited	5,00,000
Tapti Valley Railway Company, Limited	1,30,00,000
Universal Mutual Life Assurance Fund, Limited	1,000
Veerangam New Spinning and Weaving Company, Limited	5,00,000
Victoria Roller Flour Mills, Limited	3,00,000
Virapaxapa Dandapa Manvi Pressing and Ginning Company, Limited	60,00
Wolverhampton Works Company, Limited	1,00,000

STATISTICAL STATEMENTS.

A list of the quotations of Exchange, freight, prices of principal articles of import and export, together with statements showing the quantity and value of the principal articles of merchandise exported from and imported into Bombay and all India during the year 1896, will be found in *Appendix* **VV.**

RETURNS OF RAINFALL.

These returns showing the weekly rainfall at the stations on the lines have been regularly supplied to the Chamber by the G. I. P. and B. B. and C. I. Railway Companies during the past season. The thanks of the Chamber are due to the Agents of the Railway Companies for so courteously complying with the wishes of the Chamber in this respect.

STATEMENT showing the total Measurement of Bales and Miscellaneous Packages, with Receipts, Expenditure, &c.

Year ending	No. of Bales and Packages measured.	Receipts.	Expenditure.	Surplus Receipts.	Excess of Expenditure
		Rs.	Rs.	Rs.	Rs.
From 18th May 1870 to 30th November 1872	Not recorded.	52,215	36,315	15,900	...
From 1st December 1872 to 30th November 1873	1,086,577	16,995	15,291	1,704	...
Year ending 30th November 1874	1,402,379	21,707	18,986	2,721	...
Do. 30th Nov. 1875	1,474,470	23,039	22,009	1,030	...
Do. 30th Nov. 1876	1,240,034	19,375	22,355	...	2,980
Do. 30th Nov. 1877	1,101,318	18,324	21,561	...	3,237
Do. 30th Nov. 1878	1,040,961	20,837	23,287	...	2,450
Do. 30th Nov. 1879	887,100	28,808	20,140	8,668	...
Do. 30th Nov. 1880	1,163,545	33,219	20,084	13,135	...
Do. 30th Nov. 1881	1,313,592	25,177	24,029	1,147	...
Do. 30th Nov. 1882	1,892,796	33,225	24,757	8,468	...
Do. 30th Nov. 1883	1,852,047	33,792	25,605	8,186	...
Do. 30th Nov. 1884	1,814,986	33,404	22,604	10,800	...
Do. 31st Dec. 1885	1,402,845	29,482	24,385	5,097	...
Do. 31st Dec. 1886	1,748,856	32,893	21,582	11,310	...
Do. 31st Dec. 1887	1,845,446	35,933	20,017	15,916	...
Do. 31st Dec. 1888	1,659,273	36,371	21,057	15,314	...
Do. 31st Dec. 1889	2,156,604	43,042	21,648	21,394	...
Do. 31st Dec. 1890	2,330,935	45,872	23,171	22,701	...
Do. 31st Dec. 1891	2,012,900	39,533	23,402	16,131	...
Do. 31st Dec. 1892	1,946,389	38,017	24,495	13,522	...
Do. 31st Dec. 1893	1,691,755	32,517	24,273	8,244	...
Do. 31st Dec. 1894	1,708,723	33,665	25,156	8,509	...
Do. 31st Dec. 1895	1,679,325	34,921	21,546	13,375	...
Do. 31st Dec. 1896	2,049,862	40,061	22,240	17,821	...

STATEMENT showing the number of Miscellaneous Packages only, with Receipts therefrom Measured during the last nineteen years.

Period.	Number of Packages.	Receipts.
		Rs. a. p.
1st Dec. 1877 to 30th Nov. 1878	89,327	2,791 7 6
1st ,, 1878 to ,, 1879	155,886	7,980 2 0
1st ,, 1879 to ,, 1880	165,182	10,317 10 0
1st ,, 1880 to ,, 1881	108,271	6,766 15 0
1st ,, 1881 to ,, 1882	100,106	6,256 10 0
1st ,, 1882 to ,, 1883	115,909	7,244 5 0
1st ,, 1883 to ,, 1884	117,665	7,354 1 0
1st ,, 1884 to 31st Dec. 1885	169,320	11,207 8 0
1st Jan. to ,, 1886	159,697	9,981 1 0
1st ,, to ,, 1887	189,273	11,829 9 0
1st ,, to ,, 1888	253,918	15,869 14 0
1st ,, to ,, 1889	235,276	14,704 12 0
1st ,, to ,, 1890	241,302	15,081 6 0
1st ,, to ,, 1891	227,583	14,223 15 0
1st ,, to ,, 1892	194,547	12,159 3 0
1st ,, to ,, 1893	166,024	10,376 8 0
1st ,, to ,, 1894	181,521	11,345 1 0
1st ,, to ,, 1895	223,341	13,958 13 0
1st ,, to ,, 1896	226,452	14,153 4 0

The Committee have now only to tender their thanks to the members of the Chamber for their ready attention to all matters on which they have had occasion to consult them; and to express their acknowledgments to His Excellency the Governor-General of India in Council, and to His Excellency the Governor of Bombay in Council for the courtesy and attention with which their representations have on all occasions been received.

APPENDIX—A.

BALANCE SHEET OF THE BOMBAY CHAMBER OF COMMERCE.—From 1st January to 31st December 1896.

Dr. **Cr.**

To		Amount. Rs. A. P.	Amount. Rs. A. P.			Amount. Rs. A. P.	Amount. Rs. A. P.
Rent ..... Rs.	3,120 0 0			By balance on 31st December 1895		.....	35,652 11 10
Less amount charged to Millowners' Association ,,	720 0 0			Subscriptions		13,332 10 6	
Printing—		2,400 0 0		Publications		15,668 5 0	
Miscellaneous Papers ..... Rs.	1,041 4 0						
Annual Report for 1895 ... ,,	2,202 8 0			Measurement Fee Account—			
		3,243 12 0		Measurement Fee Receipts.. Rs.	40,061 11 0		
Advertisements		284 0 3		Less salaries to measurers, calliper men, &c, ... ,,	22,240 6 2		
Newspapers and Books		677 8 11				17,821 4 10	
Office Salaries, Postage and Receipt Stamps, Petty Charges, &c.		14,244 10 3					
Telegrams, Stationery, and cost of Weather and Crop Reports.....		2,535 11 6		Interest on Fixed Deposits		1,613 7 4	
Statistical establishment for preparing Daily and Weekly Trade Returns, Manifests, and other Statistics and Stationery..... Rs.	9,170 3 10			Miscellaneous Receipts for copies of Tonnage Scale, Duplicate measurement certificates, &c.		199 15 8	
Printing do. ..... ,,	16,589 3 11						
		25,759 7 9		Millowners' Contribution to the Chamber's Statistical Department		1,200 0 0	
Law charges.....		6 0 0					
Millowners' Association Establishment, Wages for Clerks and Sepoy		725 0 0		Balance of receipts over expenditure on Arbitration Fees		330 0 0	
Auditor's Fee for the year ending 31st December 1896		100 0 0		Amount recovered from balance of Fixed Deposit of the New Oriental Bank Corporation (in liquidation)		875 0 0	
Telephone Company from 1st March 1896 to 28th February 1897		200 0 0					
			50,176 2 8				51,040 11 4

Funds of the Chamber as under:—									
Fixed Deposit Receipt of the Agra Bank, Ld., bearing interest at 4 per cent. per annum	10,000	0	0						
Fixed deposit receipt of the Chartered Bank of India, Australia and China, at 4 per cent. per annum	10,000	0	0						
Do. of the Hongkong and Shanghai Banking Corporation @ 3½ per cent. per annum	5,000	0	0						
Do. do. at 3½ per cent.	5,000	0	0						
Do. of the National Bank of India, at 3½ per cent. per annum	8,000	0	0						
Bank of Bombay Current Deposit account	5,359	13	8						
Cash in hand	153	9	6						
Amount due by the Bombay Millowners' Association and others for rent, contribution, and subscription for statistical returns	199	15	8						
	43,713	6	10						
Less wages, &c., for December, unpaid.	7,195	2	4						
Net Balance to carry forward	.....			36,517	4	6			
Total Rs.	.....			86,693	7	2	Total Rs.	.....	86,693 7 2

Examined and found correct,

CLEMENT POOLE,

Auditor.

Bombay, 25th January 1897.

APPENDIX B.

RAILWAY EXTENSION.

PUBLIC WORKS DEPARTMENT (RAILWAY),
BOMBAY CASTLE, 21*st April* 1896.

No. 17.—The following Notification by the Government of India in the Public Works Department is republished for information :—

SIMLA, 17*th April* 1896.

No. 187.—The following Resolution by the Government of India, detailing the terms on which the Government are prepared to consider offers for the construction by the agency of private companies of branch lines forming feeders either to State lines worked by the State or to railways worked by companies, is hereby published for general information :

No. 514 R. C.

SIMLA, 17*th April* 1896.

RESOLUTION—By the Government of India, Public Works Department.

TERMS ON WHICH THE GOVERNMENT OF INDIA ARE PREPARED TO CONSIDER OFFERS FOR THE CONSTRUCTION BY THE AGENCY OF PRIVATE COMPANIES OF BRANCH LINES FORMING FEEDERS EITHER TO STATE LINES WORKED BY THE STATE OR TO RAILWAYS WORKED BY COMPANIES.

Read—

Public Works Department Resolution No. 924 R. C., dated 15th September 1893.

Also Public Works Department Resolution dated 29th March 1895.

OBSERVATIONS.—Many of the applications made under the above Resolutions shew that the terms for the construction of branch or feeder lines of railway have not been fully understood.

The Government of India have accordingly resolved to cancel the previous Resolutions above quoted upon this subject and to issue a fresh Resolution embodying a summary of the concessions which (the previous assent of any Railway Company concerned having been first

obtained) they are now prepared to give for the construction of branch or feeder railways; such concessions being usually confined to lines not exceeding 100 miles in length.

2. It should be clearly understood that these concessions are not applicable to the larger or more important railways or to mountain branches, for which separate negotiations are in all cases necessary.

RESOLUTION.—Branch lines forming feeders, whether to State lines worked by the State or to railways worked by companies, will ordinarily be made by the main line administrations, who shall have a prior right to construct them.

The Government of India will from time to time publish a list of branch lines for the construction of which they are prepared to receive tenders.

They will consider and dispose of any application for the inclusion in the said list of any other line which can properly be described as a branch or feeder line, and which does not, except in special circumstances, exceed 100 miles in length.

2. Proposals for the construction of branch lines under this Resolution must conform to the following terms and conditions:

(i) Applicants must satisfy the Government that they are in a position to command substantial financial support.

(ii) The gauge to be adopted must be approved by the Government in each case.

(iii) The proposed railway shall be subject to the provisions of all Acts of the Legislature applicable to Indian railways.

(iv) The proposed railway shall be built in accordance with the fixed and moving dimensions for the time being prescribed by the Governor General in Council, and on plans and estimates that have been approved by that authority. The route of the line, the situation of stations, and other similar details shall be subject to approval by the Government.

(v) The line, while under construction, shall be inspected when and so often as an inspecting officer appointed for that purpose by the Government may consider desirable with a view to ensure the construction of the line up to the standard agreed upon.

(vi) Inasmuch as these railways are chiefly required for the development of country hitherto deficient in means of communication, and the anticipated profits may not therefore at once be fully realised, the Government of India are prepared to give financial assistance as set forth below. Proposals for financial concessions may be made in one or other of the following alternative forms:

(*a*) It may be stipulated that after the opening of the railway for traffic the Government shall guarantee out of the revenues of India a fixed yearly minimum dividend in rupees on the actual expenditure charged in the capital account of the branch railway company as entered in rupees in the company's books in India, with such share of the surplus net profits as may be agreed upon. The minimum dividend to be guaranteed in each particular case will depend upon consideration of the circumstances, but for the present no offer will be entertained that requires a guarantee exceeding 3 per cent.; or

Under (*a*) the company will receive an absolute guarantee of interest at a rate not exceeding 3 per cent. and a higher return if the net earnings of the branch are sufficient to pay more than the guaranteed dividend.

(*b*) It may be provided that a payment be made to the branch company by the main line to the extent necessary, together with the branch company's share of branch earnings [see section (6) of paragraph 3] to give the branch company a dividend of 3½ per cent. per annum on the actual expenditure charged in the capital account of the branch railway company as entered in rupees in the company's books in India; provided always that the payment so made to the branch company shall in no case exceed the net earnings of the main line from traffic interchanged with the branch. This rebate will be granted from the first earnings of revenue by the branch, such payment being calculated at the close of the year, payments on account, however, subject to adjustment, being permissible at the close of the first-half of each year. The net earnings of the main line from traffic interchanged with the branch are assumed to bear the same proportion to the gross earnings of the main line from such traffic as the net earnings of the whole system including the branch bear

Under (*b*) the company will receive a dividend of 3½ per cent., provided that the amount of the net earnings from local and interchanged traffic be sufficient, and a higher return if the net earnings of the branch from its own traffic be sufficient to pay a higher dividend.

to the gross earnings thereof. If the net earnings of the branch line equal or exceed 3½ per cent. on the actual expenditure as above, the whole of such earnings will go to the branch company.

In either of the above cases (*a*) or (*b*) if the capital is raised in sterling, the capital to be entered in rupees in the company's books in India shall be the actual amount realised in rupees from time to time by the several remittances of funds to provide for expenditure in India, together with the sterling outlay from time to time in England converted into rupees at the average rate of exchange obtained by the Secretary of State for his remittances during the half-year preceding that in which the outlay shall have been incurred, and the capital expenditure in rupees on which the interest is from time to time to be calculated for the purposes of the guarantee or rebate, as the case may be, shall be the total outlay whether in India or England up to any such time as thereto charged.

(vii) The general character of the supervision and control that will be exercised by the Government over the branch railway, apart from the provisions of the Railways Acts and the preceding provisions of this Resolution, shall be as follows :

(*a*) No capital expenditure by the branch railway company will be allowed as between the Secretary of State and the company unless the prior sanction of the Secretary of State shall have been obtained. The company shall have no power to increase its share or stock capital without the sanction of the Secretary of State or to borrow money except within a fixed limit and on specified conditions.

(*b*) The branch railway company, if required, shall keep capital accounts and statistics in forms approved by the Secretary of State ; and shall render, free of cost, all accounts and statistics required by the Government. The accounts and books will be subject to audit on behalf of Government.

(viii) Funds for the execution of new works, properly chargeable to capital, found necessary after the branch railway has been opened to public traffic, shall be provided by the branch railway company. Such works and their cost shall be agreed upon between the branch railway company and the main line administration before they are put in hand. In the event of any difference of opinion arising between the branch railway company

and the main line administration as to the necessity for and the cost of any new work, the matter shall be referred to the Director General of Railways as arbitrator, and his decision shall be final.

(ix) The rates and arrangements in force on State railways in the matter of services rendered to all Departments of the State shall apply.

3. The following are the principal additional concessions admissible for branch or feeder railways for the construction of which tenders may be invited :

(1) The Secretary of State for India in Council, or the Government of India, respectively, will permit the charge of interest at a rate to be agreed upon in each case, during construction, to the capital account of the railway under the terms of the Indian Railways Act of 1894 (57 and 58 Vict., Chapter 12), or the Indian Railway Companies Act X of 1895.

(2) The land required for the construction of the branch railway will be provided free of cost. Such grant shall not include land required for quarrying, ballast, brickfields and kindred purposes.

(3) Electric telegraphs and telegraphic appliances will be supplied and maintained by the Government of India at the usual charges for such works.

(4) The results of existing surveys will be made available free of charge. When desired, fresh surveys will be made by the Public Works Department of the Government of India of any branch railway on the applicants depositing the estimated cost thereof in a Government Treasury, on the understanding that no preferential claim to a concession is thereby established. If permission be eventually given for the construction of the line, the actual cost of all such surveys, as well as of those made at the cost of Government, may be included in the capital cost of the railway. No responsibility will be accepted by Government for the accuracy of any survey, plan, estimate or other information supplied.

(5) The branch railway may be constructed by the main line administration, and will be maintained and worked by that administration during the full currency of the contract to be entered into for the purpose, at a fixed ratio of expenses to earn-

ings in each half-year. The ratio will, when the branch railway is of the same gauge as that of the working railway, usually be that obtaining on the whole system as from time to time existing including the branch railway, but will not exceed 50 per cent. of the gross earnings of the branch from all sources, and will be inclusive of charges for the use of the main line rolling-stock.

(6) Such expenses on account of the Board of Direction of the Branch Line Railway Company as may be incurred with the sanction of the Secretary of Sate may be charged—

(*a*) during construction to the Capital Account of the Branch Line Company ;

(*b*) after opening, and until the minimum dividend under paragraph 2 (vi) (*a*) or (*b*) is received by the Branch Line Company, as part of the working expenses to be met out of the stipulated percentage of the earnings of the branch taken by the working railway ;

(*c*) and thereafter out of the general receipts of the Branch Line Company.

(7) Railway materials for the branch railway will be carried over State lines at the special rates prescribed for such materials belonging to State railways.

4. The Government of India reserve the right to purchase all such branch railways at the expiry of 21 years, or at subsequent intervals of 10 years on 12 months' notice, the purchase price being 25 times the yearly average net earnings not including rebate payments, of the three years preceding the purchase, with a maximum price of 120 and a minimum of 100 per cent. of cost price on a rupee basis.

5. The Government also reserve—

(i) The right to fix and vary from time to time the classification of goods, and maximum and minimum rates for each class of goods, as well as of passengers ; and

(ii) a general control in respect to the number and timing of trains.

6. Applications for concessions to construct branch railways under the terms of this Resolution should be submitted, in the form prescribed by Memorandum A hereto attached, to the address of the Secretary to the Government of India, Public Works Department.

7. Applications for fresh surveys to be carried out on the terms detailed in condition 3 (4) above should be submitted in the manner prescribed by Memorandum B. hereto attached, to the address of the Secretary to the Government of India, Public Works Department.

The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh, and the Punjab.
The Chief Commissioners of the Central Provinces, Burma and Assam.
The Resident at Hyderabad.
The Resident in Mysore.
The Agents to the Governor General in Central India, Rajputana, and Baluchistan.
The Director General of Railways.
The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow, and Assam.
The Accountant General, Public Works Department.

Order.—Ordered that this resolution be forwarded for information to the Local Governments and Administrations and to the officers marginally noted.

Also that it be published for general information in the *Gazette of India*.

ENCLOSURE No. I (WITH FORM *A* AND APPENDICES *A*, *B* AND *C*) TO GOVERNMENT OF INDIA RESOLUTION No. 514 *R. C.* OF 1896.

MEMORANDUM A.

FOR THE GUIDANCE OF PERSONS OR SYNDICATES DESIROUS OF SUBMITTING PROPOSALS FOR THE CONSTRUCTION OF BRANCH RAILWAYS IN INDIA FORMING FEEDERS EITHER TO STATE LINES WORKED BY THE STATE OR TO RAILWAYS WORKED BY COMPANIES.

1. All applications for leave to construct a branch or feeder railway in any part of British India are to be addressed to the Secretary to the Government of India, Public Works Department.

2. All such applications shall be printed, and shall be drawn up, as far as may be, in Form A attached hereto, and shall specify—

(*a*) the company, person, or syndicate by whom the application is preferred; the proposed amount of capital, the number of shares and the amount of each share;

(*b*) all the termini, together with the names of all the principal towns from, through, into, or near which the railway is intended to be constructed, as well as the names of each civil division and district to be traversed by the proposed alignment;

(*c*) the length, so far as known, of the proposed Railway;

(*d*) the gauge, the weight of rails, etc.;

(*e*) the motive power to be employed;

(*f*) the maximum tolls, rates, and fares proposed to be charged on the projected railway;

(*g*) the proposals for working the railway when constructed; and if any agreement is under contemplation, or has been provisionally arranged with any existing Railway Administration under which the proposed line, when constructed, is to be leased out for working by such Railway Administration, the exact nature and terms of such agreement.

(*h*) any further information that may be required to enable Government to thoroughly understand the scope of the proposals.

3. Every such application shall be accompanied by a map to a scale of one mile to one inch, with the line of the proposed railway delineated thereon, so as to show its general course and direction, and also by an estimate as correct as may be of the works proposed to be authorised.

4. When the applicants draw up their own detailed plans and estimates, these documents are invariably to be prepared in strict accordance with the rules for the preparation of railway projects issued under the authority of the Government of India, of which copies may be obtained on payment from the Superintendent of Government Printing, Calcutta.

5. Lists will be published from time to time of the branch railways forming feeders, whether to State lines worked by the State or to railways worked by companies, for the construction of which the Government of India are prepared to receive tenders. Copies of such lists can be obtained on application addressed to the Secretary to the Government of India, Public Works Department.

6. Upon written application to the Director General of Railways, permission will also be accorded to inspect, at all reasonable hours, the detailed plans, sections, and estimates at the disposal of Government in regard to any particular route already surveyed, provided that they relate to branch railways the construction of which the Government is prepared to entrust to companies; and copies of such plans, sections, and estimates will be furnished on payment of the cost of copying.

7. But in regard to all such information, statistics, plans, sections, or estimates, which may be furnished, it is to be recognised that the information thus offered to any person interested in the matter is simply the best information of the kind at the disposal of Government, and that Government cannot accept any responsibility whatever in regard to the accuracy of any of the documents.

FORM A.

TO ACCOMPANY ALL APPLICATIONS FOR LEAVE TO CONSTRUCT A BRANCH OR FEEDER RAILWAY IN ANY PART OF BRITISH INDIA.

	Nature of particulars to be specified.	Particulars.
1	The name of the Company, person, or persons by whom the application is preferred ; the proposed amount of capital, the number of shares, and the amount of each share.	
2	The termini, together with the names of all the principal towns from, in, through, or into, or near which the railway is intended to be constructed.	Reference to an Appendix (vide *Appendix A*) may be here given if necessary.
3	The length, as far as known, of the proposed railway.	
4	The gauge proposed and weight of rails, etc.	
5	The motive power to be employed.	
6	The maximum tolls, rates, and fares intended to be charged on the proposed railway.	Reference to an Appendix (vide *Appendix B*) may be here given if necessary.
7	Details of any agreement which may have been provisionally arranged, or which it is desired to enter into under which the proposed line, when constructed, is to be leased out for working to any existing Railway Administration.	Reference to an Appendix (vide *Appendix C*) may be here given if necessary.
8	Any further information that may be required to enable the Government of India to thoroughly understand the scope of the proposals.	

APPENDIX A.

Alignment of proposed branch railway.

From _____ to _____

PRINCIPAL TOWNS AND DISTRICTS OR PROVINCES THROUGH WHICH THE PROJECTED RAILWAY WILL PASS.

Towns.	Districts or Provinces.

APPENDIX B.

SCHEDULE OF MAXIMUM AND MINIMUM RATES AND FARES INTENDED TO BE CHARGED ON THE PROPOSED BRANCH RAILWAY.

	Maximum. Pies per mile.	Minimum. Pies per mile.
Passenger Fares—		
1st class	.....	.....
2nd class	.....	.....
Intermediate class	.....	.....
3rd or lowest class	.....	.....

	Maximum. Pies per maund per mile.	Minimum. Pies per maund per mile.
Luggage	.....	.....

	Maximum. Pies per mile.	Minimum. Pies per mile.
Carriages—		
Single carriage	.....	.....

	Maximum. Pies per truck.	Minimum. Pies per truck.
Two or more carriages on one truck	.....	.....

	Maximum. Pies per mile.	Minimum. Pies per miles.
Horses—		
Single horse	.....	.....

	Maximum. Pies per 50 miles or portion thereof.	Minimum. Pies per 50 miles or portion thereof.
Dogs—		
Each	.....	.....

	First 100 miles. Annas.	Every additional 100 miles. Annas.
Parcels—		
Not exceeding 5 seers or 1 cubic foot	.....	.....
„ „ 10 „ 2 cubic feet	.....	.....
„ „ 20 „ 4 „ ...	.....	.....
„ „ 30 „ 6 „ ...	.....	.....
„ „ 40 „ 8 „ ...	.....	.....
For every additional 10 seers or 2 cubic feet, or portion of 10 seers or 2 cubic feet	.....	.....

	Maximum. Pies per maund per mile.	Minimum. Pies per maund per mile.
Goods rates—		
5th class	.....	.....
4th „	.....	.....
3rd „	.....	.....
2nd „	.....	.....
1st „	.....	.....
Coal, edible grain, and other low-priced staples to be carried at special rates	.....	.....

APPENDIX C.

Working of proposed branch railway.

No agreement has yet been arranged with any existing Railway Administration under which the projected branch railway is to be worked; but, when completed, it is proposed to offer the working to the _____ Railway Company on the following terms:

(i) _____

_____

_____

_____

(ii) _____

_____

_____

_____

_____

(iii), etc. _____

_____

_____

_____

Or

It has been provisionally arranged with the _____ Railway Company to work the projected branch railway, when completed, on the following terms:

(i) _____

(ii) _____

(iii), etc. _____

ENCLOSURE No. II TO GOVERNMENT OF INDIA RESOLUTION No. 514 *R. C.* OF 1896.

MEMORANDUM B.

FOR THE GUIDANCE OF PERSONS OR SYNDICATES DESIROUS OF HAVING SURVEYS FOR BRANCH OR FEEDER LINES OF RAILWAY IN INDIA CARRIED OUT AT THEIR EXPENSE BY THE PUBLIC WORKS DEPARTMENT.

1. All applications for the survey of proposed branch or feeder railway routes in any part of British India are to be addressed to the Secretary to the Government of India, Public Works Department.

2. All such applications shall specify—

(*a*) the company, person, or syndicate by whom the application is preferred;

(*b*) all the termini, together with the names of all the principal towns from, through, into, or near which the survey is intended to be carried, as well as the names of each civil division and district to be traversed by the proposed alignment;

(*c*) the length, so far as known, of the proposed railway;

(*d*) the gauge and the motive power to be employed;

(*e*) the intentions of the applicants as to the construction and working of the railway. If it is intended that the working shall be leased to any existing Railway Administration, the nature of the contemplated agreement shall be specified.

3. Every such application shall be accompanied by a map to a scale of one mile to one inch, with the line of the proposed survey delineated thereon, so as to show its general course and direction.

4. If the detailed plans and estimates are submitted to Government these documents are invariably to be prepared in strict accordance with the Rules for the preparation of railway projects issued under th authority of the Government of India, of which copies may be obtained on payment from the Superintendent of Government Printing, Calcutt .

5. Upon written application to the Director General of Railways permission will also be accorded to inspect at all reasonable hours the detailed plans, sections, and estimates at the disposal of Government in regard to any particular route already surveyed, provided that they relate to branch or feeder railways the construction of which the Government is prepared to entrust to companies; and copies of such plans, sections, and estimates will be furnished on payment of the cost of copying.

6. But in regard to all such information, statistics, plans, sections, or estimates, which may be furnished, it is to be recognised that the information thus offered to any person interested in the matter is simply the best information of the kind at the disposal of Government, and that Government cannot accept any responsibility whatever in regard to the accuracy of any of the documents.

W. S. S. BISSET, Colonel, R. E.,
Secretary to the Government of India.

By order of His Excellency the
Right Honourable the Governor in Council,
H. O. SELBY, Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, 1*st July* 1896.

The SECRETARY to the GOVERNMENT of BOMBAY, Public Works Department, (Railway Branch).

SIR,—In paragraphs which have appeared in the public press it is intimated that proposals are before the Government of India for the meeting of an Official Committee, under the Presidency of H. E. the Viceroy, for the comprehensive consideration of the railway schemes which have been suggested for adoption from the various parts of India.

2. My Committee are desirous of ascertaining whether this information is correct, and, if so, whether time would be afforded to this Chamber to lay before the Official Committee referred to their views respecting railway schemes on this side of India. If permissible, the Committee of the Chamber would be desirous of telegraphing direct to the Government of India, Public Works Department, for information; and I am directed to solicit the favour of your informing them at the earliest possible moment whether such a telegram might be despatched direct, or whether the Government of Bombay would require it to be forwarded through them.—I have, &c.,

JOHN MARSHALL, Secretary.

Telegram, dated 4th July 1896, from the SECRETARY to the GOVERNMENT of BOMBAY, Public Works Department, Railway Branch, (Poona) to the SECRETARY, CHAMBER of COMMERCE, Bombay:—

Your letter of first instant. No objection Chamber telegraphing Government of India for information, but proposals for lines should come through this Government, and desirable that separate lines suggested should be dealt with in separate letters.

Telegram, dated 6th July 1896, from the SECRETARY, CHAMBER of COMMERCE, Bombay, to the SECRETARY to the GOVERNMENT of INDIA, Public Works Department, Simla.

Paragraphs in public press state that proposals are before Government for meeting of an Official Committee under Presidency of His

Excellency Viceroy for comprehensive consideration of railway schemes which have been suggested for adoption from various parts of India. Government of Bombay sanction this Chamber applying to you direct for information as to whether these statements are correct, and, if so, whether time could be afforded Chamber to submit their views respecting railway schemes on this side of India.

Telegram, dated 8th July 1896, from the SECRETARY to the GOVERNMENT of INDIA, Public Works Department, Simla, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

Your telegram 6th. The Government of India would be glad to receive and fully consider any expression of views from the Chamber of Commerce in Bombay regarding railway communication in India. Should be forwarded so as to reach here not later than 1st August.

Telegram, dated 10th July 1896, from the SECRETARY to the GOVERNMENT of INDIA, Public Works Department, Simla, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

In continuation of telegram of 8th, and to avoid misconception, please explain that, while as State Government will be glad to consider any representations of Chamber which may be received in time, the Conference, of which reports are spread, is only a meeting convened mainly as a matter of procedure to facilitate disposal of business already before Government, and not with the object of eliciting fresh opinions and proposals.

BOMBAY CHAMBER OF COMMERCE, *24th July* 1896.

To the SECRETARY to GOVERNMENT, Public Works Department (Railway Branch), Bombay.

SIR,—With reference to my letter of the 1st instant and your telegram in response thereto, dated 4th idem, this Chamber addressed the Government of India by telegraph soliciting information respecting the reported meeting of an Official Committee, under the presidency of His Excellency the Viceroy, for the comprehensive consideration of railway schemes, and asking whether Government would sanction this Chamber submitting to that Committee their views regarding railway extension in, or in connection with, the Bombay Presidency and affecting the interests of Bom-

bay. In reply to this, the Secretary to the Government of India in the Public Works Department (Railways) was good enough to accord the Chamber's permission to address Government as desired; but, as you will perceive from the copies of telegrams exchanged on the subject, hereto appended, it was intimated that the representations should only be with reference to schemes already proposed to, or under the consideration of, Government.

2. So far as the information at the disposal of the Chamber goes, the schemes before Government in which they take any special interest are—

(1) The Nagda-Bara-Muttra line.
(2) „ Godhra-Baroda Chord line.
(3) „ Amalner to Julgaon line.
(4) „ Chalisgaon-Dhulia line.
(5) „ Ajmere-Kuchaman-Rewari line.

3. With respect to the first mentioned of these schemes, this Chamber had the honor of submitting its views to Government in my letter of 15th instant, and I need not therefore add anything further here; but the second scheme in the above list—namely, the Godhra-Baroda Chord line—is intimately connected with the Nagda-Bara-Muttra undertaking, and, if constructed, would materially enhance the value and efficiency of the proposed communication with the North-West Provinces by shortening the total length by about 30 miles and at the same time avoiding two dangerous crossings of the Mahi river, greatly improving the stability and working efficiency of the route. In fact, whether the Nagda-Bara-Muttra extension may be sanctioned or not, the Committee of the Chamber would earnestly impress upon Government the extreme desirability of constructing this chord line between Godhra and Baroda in the interests of the large traffic now being developed on the Godhra-Rutlam route.

4. The third line mentioned—Amalner to Jalgaon—is one in which the Chamber also takes a deep interest. By the construction of this extension as a continuation of the Tapti Valley scheme, which has already received the sanction of Government, through communication would be opened out between Guzerat and the Central Provinces, and the value of the Tapti Railway would thereby be enormously enhanced. The information available to the Chamber not only indicates the probability of a large local traffic, but that a through trade of important dimensions would be developed as between Central India and Guzerat.

5. In the same district there is also a proposed scheme of a railway from Chalisgaon station on the G. I. P. line to the town of Dhulia in Khandeish, which the Chamber would gladly see constructed at an early date. Dhulia is a large commercial centre having a large number of cotton gins and cotton presses, and the trade in cotton at that market amounts to something like 60,000 bales per annum. There is also a large local passenger traffic awaiting the opening of this line, and as it is only a short branch of about 35 miles, estimated to cost about 30 lakhs, the Committee of the Chamber consider that it merits all possible support.

6. With respect to the Ajmere-Kuchaman-Rewari scheme, which is now before Government, the Chamber would prefer to see this constructed as a chord line from Rewari to Phalera, as the junction from Jhowra or Kuchaman to Ajmere would not then be necessary, the latter place being already in direct communication with Phalera. If Government would be pleased to sanction the construction of this chord line, the distance in the through communication between Delhi and Bombay would be shortened on the metre-gauge system by about 40 miles, and thus would afford distinct relief to the through traffic from the North-West Provinces. If, however, Government see im-

portant objections to the construction of the chord direct between Rewari and Phalera, the Committee of the Chamber would still be pleased to learn that the alternative route, already under consideration via Kuchaman, met with the approval of Government, as this would to some extent effect the same object, although not so effectively as the shorter chord suggested.

7. A short line from Nusserabad on the Rajputana-Malwa system to Kekri has been suggested to the Chamber, but my Committee are not aware whether it is already before Government or not. If it is, and they are in order in mentioning it in this communication, they would also desire to impress the advantages likely to accrue from this small branch on the favorable attention of Government. At Kekri there are several cotton presses, and a considerable quantity of cotton has to find its way by road to Nusserabad, which of itself would almost give a paying traffic.

8. In asking for the favorable consideration of Government to these various schemes, the Committee of the Chamber do not desire to enter into the respective merits of the various modes which may have been suggested for financing the cost, whether proposed by promoters or existing companies. They would, however, respectfully beg to submit that rupee capital should be afforded every possible inducement for investment; and where any schemes come before Government in which proposals are made alternatively in sterling or rupees, the Chamber would advocate in the strongest possible manner that, other things being equal, rupee capital should always have the preference.—I have, &c.,

A. F. BEAUFORT, Chairman.
JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, *24th July* 1896.

The SECRETARY to the GOVERNMENT of INDIA, Public Works Department (Railways), Simla.

SIR,—With reference to my telegram of the 6th instant and your messages of the 8th and 10th idem, I have now the honour to wait upon Government with copy of a representation which I have, by direction, addressed the Secretary to the Government of Bombay, Public Works Department, (Railway Branch) advocating the railway schemes connected with Bombay in which this Chamber feels interested.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 2914 OF 1896.

PUBLIC WORKS DEPARTMENT, RAILWAY BRANCH,
BOMBAY CASTLE, *23rd November* 1896.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to the correspondence ending with your letter, dated 24th July 1896, I am directed to state that the Government of India intimate that Her Majesty's Secretary of State for India has been placed in possession of the views of the Government of India on the general question of the construction of new branch lines of railway and extensions for the development of the country, and that his Lordship's orders are awaited.—I have, &c.,

J. WILLCOCKS,
Acting Under-Secretary to Government.

APPENDIX C.

THE NAGDA-MUTTRA RAILWAY.

No. $\frac{W.}{6668}$ OF 1896.

BOMBAY, BARODA AND CENTRAL INDIA RAILWAY,
INCLUDING
RAJPUTANA-MALWA RAILWAY,
AGENT'S OFFICE,
BOMBAY, *25th June* 1896.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I hope you will excuse my again addressing you on the subject of railway communications with Bombay. The tendency of the Chamber's action of late has been to endeavour to induce the Railway Companies to allow that they can by reducing their rates draw to Bombay what now goes to Calcutta. I have endeavoured to show, and I think the general bent of the correspondence both from here and elsewhere has tended to prove, that we can effect nothing in this matter by acting on the lines of reducing rates, as we could not even at present compete with the East Indian Railway for any competitive traffic there may be, though I believe the amount which exists is smaller than is supposed. I say "even at present," for, as I shall shortly point out, we are not at our worst by any means in that respect.

2. The movement in favour of our reducing our rates has doubtless been caused to some extent by the smallness of the imports from up-country by our own and other lines, but the present year with its decrease in imports to Bombay getting on for Rs. 30,00,000 on our own line alone, is not far off, what may be expected to be normal, when the Southern Punjab line is constructed. Nor is this all—the East Indian Railway have, as you are aware, obtained sanction for the construction of their Chord line from Mogal Serai to Asansole; this when finished will bring Calcutta 100 miles nearer Delhi and Agra than it is at present. Both these concessions to Karachi and Calcutta respectively have been granted quite recently, whereas, it is years since the Gov-

ernment of India have done anything to improve the Bombay connexions with up-country, and yet, as you are well aware, we have for years been pressing on them the advisability of making the Nagda-Muttra Line, which though it will not shorten the route to Delhi itself, will do away with the break of gauge, and will materially shorten the route to the North-West Provinces generally.

3. I think it would be well for the Chamber of Commerce to again move Government on the subject, and request, if they are from very cogent reasons no doubt debarred from constructing the line themselves, and if they are not prepared to raise a special loan to enable this to be done, that they will not object to the work being carried out by others, or to contributions being received towards the work from Native Chiefs whose territories are affected. I may mention that my Home Board have already offered, on terms which I cannot but regard as very favourable, to carry out the line themselves, and I am further able to state on good authority that more than one of the Native Princes, whose territories the proposed line will pass through, is prepared to advance funds for the undertaking.

4. I think you will agree with me that we should not stand still and see concesssion after concession granted to competitive ports while we are left to struggle on with our old trade routes, without making some effort to induce a fairer division of the loaves and fishes.—Yours, &c.,

H. D. OLIVIER, Major, R.E., Agent.

BOMBAY CHAMBER OF COMMERCE, 15*th July* 1896.

To the SECRETARY to GOVERNMENT, Public Works Department (Railway Branch), Bombay.

SIR,—Recent correspondence initiated by this Chamber with the Agents and Home Boards of the B. B. & C. I. and G. I. P. Railways on the subject of the adverse rates ruling for goods traffic between Delhi and other centres in the North-West Provinces and Bombay, as compared with the rates charged over the East Indian Railway to Calcutta, has again brought into prominence the disadvantage Bombay labors under from the want of direct through communication with the North-West on lines of one gauge and under one administration.

2. By the G. I. P., Indian Midland, and East Indian route there is certainly the standard gauge throughout, but the distance from Bombay to Delhi is 982 miles, while the "boycotting" policy pursued by the East Indian Company against the Indian Midland and G. I. P. lines for through traffic, is absolutely prohibitive of export produce finding its way to Bombay by these lines, as the following comparison of mileage rates will show :—

RATES IN PIES CHARGED PER TON MILE FOR GRAIN AND SEEDS.

E. I. Railway mileage rate.		*G. I. P. Ry. mileage rate.*
From Etawah, N. W. P.		
To Calcutta.	To Bombay.	To Bombay.
3·93	8·38	4·25
From Khurja, N. W. P.		
3·17	9·10	4·25
From Hathras, N. W. P.		
3·21	10·07	4·21
From Delhi, N. W. P.		
2·89	7·71	4·24
From the O. & R. Ry. *via* Cawnpore.		
3·87		3·54

3. By the B. B. & C. I. and R.-M. lines the distance between Bombay and Delhi is much shorter—888 miles—but here the break of gauge intervenes and, owing to the limited carrying capacity of the R.-M. Railway, through trade is strangled during the busy season by the congestion of traffic on the Bandikui-Ajmere Section, and the London Board of the B. B. & C. I. Railway Company write to the Chamber, under date of 7th February 1896, that they, "though most anxious to do everything within their power to promote the trade of Bombay, are apprehensive that, if Bombay secures a considerable increase to its trade with the North-West and Punjab, it would be practically

impossible for the existing line to carry the additional produce over the section of the R.-M. Railway between Bandikui and Ajmere."

4. Nor is this a complaint of yesterday, for in this Chamber's letter to Government of 20th July 1892 on the same subject, the attention of Government was drawn to the fact that "so far back as 1886 it was already becoming apparent that the steadily increasing traffic between Bombay and the North-West was rapidly overtaking the carrying powers of the Rajputana-Malawa Railway, and in a letter which the Chamber had the honor to address to Government, under date of 12th July 1888, it was stated that 'the necessity of affording relief to the Ahmedabad-Ajmere Section of the Rajputana-Malwa Railway had forced itself on the attention alike of the Railway authorities and the commercial public immediately interested.' 'The reports of the Railway officials,' it was added, 'afforded of themselves sufficient evidence that the traffic on the Rajputana-Malwa must at no distant date reach a point entirely beyond the working resources of the line, and the Committee—several of them from delays and difficulties encountered in their actual experience as receivers and transmitters of merchandise—can give the additional weight of their testimony to the same effect.' The anticipations then expressed have been amply realised during the interval, the traffic on the line, both through and local, having steadily developed until in the past export season it exceeded the carrying powers of the Railway, and during the month of May last large contracts for the delivery of wheat had to be cancelled at great loss to native merchants from inability to obtain means of transport. The situation thus created the Chamber cannot but view with grave anxiety and concern, and the Committee feel confident that His Excellency the Governor

in Council will concur with them in saying that the time has arrived when the claims of the trade to more extended and direct railway communication between Bombay and the North-West demand immediate consideration."

5. With the steady continuous development which has since taken place in the local traffic of the Bandikui-Ajmere Section of the R.-M. Railway, the relative situation in seasons of even average crops has necessarily undergone no amelioration, and the demands of trade for an alternative route to the North-West are therefore to the full as exigent as ever.

6. From the correspondence which took place in 1892, the members of this Chamber are well aware that both the Government of India and the Government of Bombay thoroughly appreciate the claims that the trade of Bombay has to this relief and that, but for reasons of finance and expediency, sanction would probably ere this have been accorded to the extension of the Godhra-Rutlam Line through to Delhi. Within the past four years, however, my Committee feel assured that any reasons which might formerly have influenced the Government of India against the prosecution of the undertaking must either have been eliminated or have materially diminished in force, and they would respectfully urge that the time has now come when His Excellency the Governor in Council might, with all justice and reasonable hope of success, press upon the Government of India the desirability of sanctioning the immediate construction of the Nagda-Muttra Line with branches to Delhi and Aligarh.

7. Alternative proposals as to the basis and means of financing the undertaking have already been submitted to the Government of India by the Board of the B. B. & C. I. Railway Company, but while it may be possible that neither of the schemes propounded may find favor with the Govern-

ment of India or Her Majesty's Secretary of State for India, it must be conceded that, with the recent experience before us of Indian Railways being able to borrow money freely in the London market at 2½ per cent. per annum, the question of finance does not bar the way.

8. In the various communications from the Home Board and the Agent in this country of the B. B. and C. I. Railway Company, already before Government, figures are given proving almost to demonstration the probably profitable character of the proposed Nagda-Muttra Line, and all the information at the disposal of this Chamber indicates that it would traverse large tracts of fertile and in many instances well-populated country, with, and in which a large trade can rapidly be developed by the introduction of railway communication.

9. These considerations would alone justify the early construction of the suggested line, but there is another potent argument in its favor which doubtless has not escaped the notice of the Government of Bombay, in the approaching opening of direct railway communication between Delhi and Karachi by means of the Southern Punjab Company, and the shortening of the distance to Calcutta from Delhi by the Chord Line from Mogul Serai to Asansol. When these lines are completed, as they will be at no distant date, the distance from Delhi to Karachi will be reduced to about 780 miles and from Delhi to Calcutta to about 855 miles as compared with 888 miles to Bombay by the B. B. and C. I. and R.-M. Railways. If Bombay therefore has keenly felt the competition of Calcutta for the trade of the North-West with the advantage of 67 miles' shorter communication, it is not going too far to say that, when these competitive routes come into operation, that trade, so

far as this port is concerned, will be still further diverted if it be not within measurable distance of extinction.

10. It has never been any part of the policy of the Bombay Chamber of Commerce in regard to railway development to begrudge or object to improved means of communication being conceded to other ports or centres of trade, but in view of the situation and outlook with which they are now confronted, my Committee feel that they would be wanting in their loyalty, and failing in their duty towards the mercantile community of Bombay, if they refrained from respectfully soliciting from the Government of Bombay their strongest support and advocacy with the Government of India, for the immediate construction of the Nagda-Muttra Railway.—I have, &c.,

A. F. B AUFORT, Chairman.
JOHN MARSHALL, Secretary.

No. 7-P OF 1896.

PUBLIC WORKS DEPARTMENT, RAILWAY BRANCH,
POONA, *28th July* 1896.

To the SECRETARY to the CHAMBER of COMMERCE, BOMBAY.

SIR,—I am directed to inform you that the letter from the Chamber of Commerce, dated 15th July 1896, regarding the early construction of the railway from Nagda to Muttra has been forwarded for the consideration of the Government of India, and that in doing so, His Excellency the Governor in Council has expressed his opinion that the line should be undertaken at an early date.

2. I am also directed to request that the Chamber will kindly furnish Government with a detailed statement of how the mileages quoted in para : 9 of the letter of 15th July 1896 were obtained, *i.e.*, Delhi to Karachi 780 miles and Delhi to Calcutta 855 miles.—I have, &c.,

H. O. SELBY, Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, *8th August* 1896.

The SECRETARY to GOVERNMENT, Public Works Department, (Railway Branch), Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter No. 7-P of the 28th ultimo, and to ask you to kindly convey to H. E. the Governor in Council the thanks of the Committee of the Chamber for the support he has been good enough to give to their representation regarding the desirability of the immediate construction of the Nagda-Muttra Railway.

2. With regard to the detailed statement asked for in your concluding paragraph, I am to say that, on a further examination of the figures, the Committee find that the mileage between Delhi and Karachi should have been stated as 898 in the Chamber's letter of 15th July and not 780 miles, namely :—

Delhi to Samasata	401
Samasata to Rohri	209
Rohri to Kotri	183
Kotri to Karachi...	105
	898 miles.

On this point, however, I am to say that when the two sections, Shadipalli to Pachbadra and Pachbadra to Kuchaman Road, are completed, the distance between the two places *via Umarkot and Pachbadra and Rewari-Kuchaman direct*, will be reduced to 763 miles as appears below :—

Karachi to Hyderabad	100
Hyderabad to Shadipalli	55
Shadipalli to Pachbadra	209
Pachbadra to Kuchaman Road	217
Kuchman Road to Rewari (direct)	130
Rewari to Delhi	52
	763 miles.

Respecting the distance between Calcutta and Delhi, the figures are—

Howrah to Cawnpore	684
Cawnpore to Tundla	144
Tundla to Delhi	127
	955 miles.

And when the section between Mogal Serai and Asansol is completed—100 miles—the total distance will be reduced to 855 miles as mentioned in the Chamber's communication above referred to.—I have, &c.,

A. F. BEAUFORT, Chairman.

APPENDIX D.

RAILWAY RATES FOR THE CONVEYANCE OF WHEAT AND SEEDS FROM DELHI, AGRA, AND INTERMEDIATE STATIONS TO CALCUTTA AND BOMBAY.

No. 195 of 1896.

BOMBAY, BARODA & CENTRAL INDIA RAILWAY,
45, FINSBURY CIRCUS,
LONDON, E. C., *7th February* 1896.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I have to acknowledge the receipt of your letter of the 14th December 1895, forwarding, for the information of my Board, copy of a letter that you have, on behalf of the Chamber, addressed to the Agent of this Company regarding the rates charged for the carriage of grain and seeds from the North-West Provinces and Oudh to Bombay.

2. In reply, I am desired to state that my Board have directed their Agent to endeavour, as far as he can consistently with prudence, to meet the wishes of the Chamber to draw to Bombay more of the trade of the North-West Provinces, Oudh and the Punjab. But effective action in this direction is, in great measure, dependent on arrangements with other railways as reductions of rates in favour of Bombay to and from competing points in Northern India would be met by corresponding reductions in the charges of such railways—leaving the relative advantages of Ports unaltered, whilst railway revenues would suffer if lower rates did not so stimulate the volume of traffic as to compensate for reductions made.

3. The changes which have occurred in the cost of conveyance of produce from Calcutta and Bombay respectively to Europe, as stated in your letter, since the present through rates were settled, furnish grounds on which a revision of those rates may now be made, but my Board, though most anxious to do everything within their power to promote the trade of Bombay, are apprehensive that, if Bombay secures a considerable increase to its trade with the North-West and Punjab, it would be practically impossible for the existing line to carry the additional produce over the section of the R.-M. Railway between Bandikui and Ajmere.

4. My Board have for years past been in correspondence with the Secretary of State for India in regard to the difficulties under which the large traffic is now conducted, and have urged the adoption of various means of increasing the carrying power available by the construction of new lines, some of which, they hope, will before long, be carried into effect, as it is believed they can be shown not to be likely to impose any charge on the revenues of India. Proposals from my Board for the construction of a new broad-gauge line from Nagda to Delhi, Agra, and Allighur are now under the consideration of the Secretary of State.

5. The doubling of this Company's Railway between Baroda and Bombay, now in progress, will enable it to carry a much larger traffic than it has hitherto had to do, whilst the construction of a direct chord-line south of the Mahi river, between Baroda and Godhra strongly advocated by my Board, would shorten the present rail distance between Godhra and Bombay by about 25 miles, and would render feasible a further reduction of railway charges on export produce.

6. It is the desire of my Board to use to the best advantage the greater carrying power thus to be provided to draw fresh traffic to their system by reducing rates, by promoting construction of new branches, and by providing all necessary facilities for prompt handling of goods.—I have, &c.,

T. W. WOOD, Secretary.

No. 1868-T of 1896.

B. B. & C. I. Railway, including R.-M. Railway,
Agent's Office,
Bombay, 14*th February* 1896.

To the Secretary, Chamber of Commerce, Bombay.

Sir,—With reference to your letter of 25th November 1895, I have the honour to express my regret that the necessity of making a reference to the Traffic Department, who in their turn had to collect a considerable amount of data, has prevented my answering the same till now.

2. I perused your letter with much interest, as the subject is one to which I have, of course, given much attention, and if by any action

of my own I could hope to attract any larger share of the North-West traffic than I obtain at present, you may be sure that I should not fail to take steps to do so.

3. I may point out that the only possible method by which we could attract traffic, which does not at present come to us, would be by competing with the East Indian Railway for the traffic they carry at present. I do not consider even were it proved that they do carry any traffic which is legitimately ours, that we could on account of their low coal and excellent both-way traffic force them to give up any of what they now get. But I do not believe, notwithstanding what is set forth in your letter above quoted, that this can be said to be proved and in this matter I beg to quote the following from a report by my General Traffic Manager :—

"I have the honour to return herewith the letter from the Bombay Chamber of Commerce received with your letter No. 12358 of the 3rd December last, and to state in reply to your enquiries that we actually do now successfully compete with Calcutta for the wheat and seed traffic of that portion of the North-West Provinces, which is properly within our reach *viz.*, the districts lying along the East Indian Railway from Agra to Delhi and along the North-Western Railway from Ghaziabad to the North and the adjacent portions of the Oudh and Rohilkhand Railway, and as we have held the traffic for many years, there can be no doubt of our ability to carry it."

"I do not think the statistics which are quoted by the Secretary of the Chamber are of much account in the consideration of this question as far as the B.B. & C.I. Railway is concerned, for (1), it does not follow that what is exported from the North-West Provinces and Oudh is exported from the country, and (2), there is nothing to show in what part of the Province the stuff is grown and whether it is in any sense accessible to our system. The eastern limit of the Province is not far from Patna and between Patna and Cawnpore is a tract which is hardly within the influence of the B. B. & C. I. Railway."

"In paragraph 4 of the Chamber's letter a comparison is made of the exports from the North-West Provinces and Oudh to Bombay and Calcutta respectively in the years 1889-1890 and 1893-1894, and it is shown that the quantity of wheat and seeds received by Calcutta rose from 73 lakhs in the former to 87 lakhs in the latter, and that the quantity of wheat alone rose from 19 to 26 lakhs. But on referring to

the Calcutta Chamber of Commerce returns, I find that the quantities of wheat, rape and linseed exported *via* Calcutta fell respectively from 105 to 99 lakhs, and of wheat alone from 21 to 14 lakhs in those years. Taking wheat and rapeseed alone you will perceive that the exports from Calcutta fell from 33 lakhs in 1889-1890 to 25 lakhs in 1893-1894 and to only 5 lakhs in 1894-95."

"This railway has no concern with the linseed exports from Calcutta, the only district where linseed is grown, within reach of the system, being the Malwa Section of the R.-M. Railway. There is no linseed at Delhi."

"The arguments contained in paragraph 5 of the Chamber's letter appear to conclusively prove that the effect of the existing rates must be to increase the share of the export trade which finds an outlet by the port of Calcutta. Unfortunately for this contention, the facts are otherwise as appears in the enclosed statements. Whenever there has been activity in the export of wheat, the whole advantage is visible in the bookings from Delhi and *via* Delhi to Bombay."

"The wheat to Howrah is mainly for local consumption, and the fluctuations are slight. The figures of wheat traffic from Hathras and Oudh and Rohilkhand Railway stations point to the same conclusion."

"Most of the rapeseed that goes east is undoubtedly for consumption in the country. In the busiest season we have had of late years in the transport of this commodity, *viz.*, the first half of 1893, Delhi and *via* Delhi sent Bombay nearly 7 lakhs of maunds, while less than 17,000 maunds went from Delhi to Howrah."

"I do not think the mercantile community of Bombay have any real ground for complaint against the rates which we charge for the traffic from the North-West Provinces and Punjab. The results show that we have served the interests of the port well and liberally since the opening of the R.-M. Railway route, and our position deserves some consideration at the hands of the Chamber at this juncture. It may be right, but it is not for us to express an opinion on this point, that they should be anxious to divert over the G. I. P. and I. M. Railway lines to Bombay some of the traffic which now finds its way from Cawnpore and eastward to Howrah, but the case bears a very different aspect when it is a traffic that finds its way to Bombay in any case, and the

temptation is to encourage aggression by an administration working a longer route between the same points with a view to forcing down the rates."

"As regards the concluding paragraph of the Chamber's letter, which refers to the construction of the S. P. Railway, I think it would be premature to take any action at present. When the new railway is opened, we shall be prepared to take such measures as may be called for by the new conditions."

4. I agree with the above quoted remarks, and I think they are worthy of consideration; especially noteworthy is the fact that, though the traffic to Howrah increases, the sea-borne traffic from Calcutta does not, as proving that the port of Bombay does not fail to hold its own as a port of export as compared to Calcutta. Undoubtedly, the speedy completion of the S. P. Railway is a very serious matter, and in view of competition from Karachi it is distinctly desirable that our route to Bombay from the North-West Provinces should be shortened wherever possible; this is a matter we have been working at for years, and proposals are now before Government for the construction of a line from Aligarh to Bombay, *via* Ratlam, and including a chord from Godhra to Baroda, which will assist to attract trade towards Bombay as against Karachi. It will possibly extend slightly the area from which we can draw trade as against the East Indian Railway, and I would urge that the Chamber of Commerce lose no opportunity of using their powerful influence to further the speedy putting in hand of this much-to-be-desired line.—I have, &c.,

H. D. OLIVIER, Major, R.E., Agent.

COMPARATIVE STATEMENT SHOWING THE COTTON, SEEDS AND WHEAT TRAFFIC BOOKED FROM DELHI, AGRA AND HATHRAS CITY TO BOMBAY AND HOWRAH DURING THE 6½ YEARS ENDING 31ST DECEMBER 1895, AND ALSO OF *viâ* DELHI, AGRA AND HATHRAS ROAD TO BOMBAY ONLY.

	Delhi.						Agra.					
	Cotton.		Seeds.		Wheat.		Cotton.		Seeds.		Wheat.	
	To Bombay.	To Howrah.	To Bombay.	To Howrah.	To Bombay.	To Howrah.	To Bombay.	To Howrah.	To Bombay.	To Howrah.	To Bombay.	To Howrah.
2nd half of 1889 ...	30,568	6,250	103,572	5,987	19,843	134,805	42,137	25,904	8,738	20,020	...	...
1st „ 1890 ...	37,482	42,821	3,947	6,476	40,993	16,465	44,777	102,752	6,968	20,195	...	....
2nd „ 1890 ...	2,014	3,715	109	29,070	118,679	132,913	39,013	48,458	681	19,077	...	...
1st „ 1891 ...	24,253	10,792	653	10,557	520,338	117,702	45,975	62,383	10,534	20,190	10,316	2,177
2nd „ 1891 ...	626	2,560	1,252	13,750	988,821	24,907	2,477	44,297	1,307	13,513	61,844	2,735
1st „ 1892 ...	...	244	135,664	12,291	507,054	34,286	11,732	87,263	35,059	27,234	94,644	18,827
2nd „ 1892 ...	2,940	1,686	118,134	12,040	172,983	41,592	3,484	63,392	8,003	7,050	35,631	15,585
1st „ 1893 ...	16,332	25,357	508,197	16,798	27,737	47,605	2,450	45,381	42,545	33,908	39,741	13,189
2nd „ 1893 ...	11,296	4,081	157,087	72,993	25,641	148,440	7,241	31,589	5,716	12,078	...	...
1st „ 1894 ...	22,103	30,865	239,128	124,664	26,131	125,299	10,670	75,962	37,455	22,508	...	420
2nd „ 1894 ...	...	4,070	21,830	49,577	33,481	218,870	...	43,410	4,328	28,447	...	...
1st „ 1895 ...	6,206	8,025	28,145	101,137	227,450	114,715	7,730	40,632	3,402	16,330	435	...
2nd „ 1895 ...	24,131	13,540	39	24,524	4,237	82,285	23,610	55,457	1,902	8,565	...	...

COMPARATIVE STATEMENT SHOWING THE COTTON, SEEDS AND WHEAT TRAFFIC BOOKED FROM DELHI, AGRA AND HATHRAS CITY TO BOMBAY AND HOWRAH DURING THE 6½ YEARS ENDING 31ST DECEMBER 1895, AND ALSO OF *via* DELHI, AGRA AND HATHRAS ROAD TO BOMBAY ONLY.

	Via DELHI TO BOMBAY.			*Via* AGRA TO BOMBAY.			HATHRAS CITY AND HATHRAS JUNCTION.						*Via* HATHRAS ROAD TO BOMBAY.		
							Cotton.		Seeds.		Wheat.				
	Cotton.	Seeds.	Wheat.	Cotton.	Seeds.	Wheat.	To Bombay.	To Howrah.	To Bombay.	To Howrah.	To Bombay.	To Howrah.	Cotton.	Seeds.	Wheat.
2nd half of 1889	9,255	62,824	141,381	24,988	1,497	...	102,429	25,245	47,363	6,147	...	3,357	119,305	84,573	2,537
1st ,, 1890	24,090	2,722	77,033	4,274	299	...	93,882	72,455	74,283	3,101	1,960	47,423	69,629	68,213	23,545
2nd ,, 1890	191	...	119,033	109	...	...	66,471	14,319	1,606	4,070	2,722	302	56,400	1,905	272
1st ,, 1891	4,709	11,868	1,312,548	3,375	54	5,798	154,120	11,201	10,452	5,708	167,430	89,170	63,232	15,869	68,186
2nd ,, 1891	...	4,219	691,170	...	...	4,219	5,253	6,375	5,008	7,162	336,739	68,778	763	3,484	43,552
1st ,, 1892	...	10,779	1,047,208	...	54	109	69,738	16,075	131,581	16,988	304,864	184,490	23,409	24,689	50,275
2nd ,, 1892	11,569	19,598	73,113	...	...	...	53,406	5,262	31,575	5,724	130,874	95,547	16,740	9,091	30,949
1st ,, 1893	25,369	263,109	71,480	...	163	...	74,283	9,820	244,300	14,895	25,805	180,885	16,577	114,596	41,946
2nd ,, 1893	8,003	17,176	49,078	...	...	...	99,843	20,045	31,112	13,485	13,828	34,602	28,499	4,627	4,954
1st ,, 1894	7,730	5,716	154,147	...	...	...	126,627	52,490	126,736	22,513	1,552	51,748	21,885	8,275	10,752
2nd ,, 1894	...	9,363	21,395	...	...	...	31,929	14,342	1,960	12,093	163	9,739	4,274	572	...
1st ,, 1895	2,150	5,498	627,829	...	...	2,232	102,266	19,730	7,431	10,360	27,710	79,333	8,710	11,324	40,122
2nd ,, 1895	17,641	1,247	12,518	...	...	...	155,585	1,595	2,932	8,732	...	14,471	Figures not available.		

COMPARATIVE STATEMENT SHOWING EXPORTS FROM CALCUTTA AND BOMBAY IN COTTON, WHEAT, LINSEED AND RAPESEED TO ALL PORTS OF THE WORLD.

PERIOD.	COTTON.		WHEAT.		LINSEED.		RAPESEED.	
	From Bombay.	From Calcutta.	From Bombay.	From Calcutta.	From Bombay.	From Calcutta.	From Bombay.	From Calcutta.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
1889-90	6,558,686	615,354	7,004,905	2,110,690	2,739,923	6,974,151	3,034,231	1,403,000
1890-91	6,209,271	483,745	8,454,730	1,823,911	4,152,710	6,840,496	994,896	642,850
1891-92	4,823,457	172,961	19,640,330	6,460,582	6,657,581	8,029,144	1,816,049	941,153
1892-93	5,255,497	333,088	11,125,304	4,525,146	5,061,513	5,578,051	2,947,701	614,450
1893-94	5,058,636	413,202	6,396,945	1,412,715	6,490,717	7,434,458	5,923,879	1,042,122
1894-95	3,159,162	263,160	1,423,245	311,123	6,180,772	5,285,520	4,180,498	176,908
Nine months ending 31st December 1895	3,150,595	354,885	3,339,404	1,369,446	2,483,934	3,104,735	2,128,846	10,335

No. 3322.

GREAT INDIAN PENINSULA RAILWAY COMPANY,
BOMBAY, 13*th March* 1896.

The SECRETARY, CHAMBER of COMMERCE.

DEAR SIR,—I beg to acknowledge your letter of the 27th November last, and regret there has been so much delay in replying.

As requested, I have had the rates most carefully scrutinized.

I may point out that this railway does not itself compete at any point except Jubbulpore with the E. I. Railway, but as the Indian Midland is equally interested with us in drawing export trade to Bombay, we may take Agra and Cawnpore as the competing points.

I do not understand your reference to mean that the rates *per se* are too high, but that your Committee are of opinion the difference between the rates to Bombay and Calcutta is too largely in favour of Calcutta.

Dealing with cotton from Cawnpore and *via*, the rate to Bombay is about 8¼ pies a ton-mile, and your Committee will, no doubt, acknowledge this charge cannot with justice be characterized as an excessive rate.

Your Committee are aware that the distance to the Calcutta port is 155 miles nearer than to Bombay, and with this advantage to the E. I. Railway, coupled with their cheaper coal, easier gradients and more even up and down traffic, they can carry at a rate per mile with fair profit that unfortunately this Railway cannot touch without loss. A competition with the E. I. Railway would lower rates no doubt, and, if continued, would probably bring them down to a scale that would pay neither railway, but it would still leave a difference of charge in favour of Calcutta by reason of the less mileage, and the E. I. Railway Company has intimated in connection with similar matters, that lowering of rates on our part in direct competition with Calcutta, where distances are considerably in their favour, will be met by reductions on their line to maintain a difference of charge between the two ports in respect of its shorter mileage.

With regard to the trade from the North-West Provinces, the Punjab and Oudh, I fail entirely to understad how the Chamber arrives at the conclusion that "the very large excess which you (the G. I. P.) now charge is not justified on the average, and that a wide margin

exists, from which you could make such material reductions as would enormously increase traffic, and at the same time leave you a handsome working profit."

It must be borne in mind that where the produce requires to travel over the E. I. Railway or other lines interested in Calcutta to the two competing points mentioned, the rates over such railways are directed to attract the trade to that port—a material controlling influence—and a few instances will be sufficient to illustrate how this operates.

Rates in pies charged per ton-mile for grain and seeds.

E. I. Railway mileage rate.	G. I. P. Railway mileage rate.	
From Etawah, N. W. P, To Calcutta.	To Bombay.	To Bombay.
3·93	8·28	4·25
From Khurja, N. W. P.		
3·17	9·10	4·25
From Hathras, N. W. P.		
3·21	10·67	4·21
Delhi, N. W. P.		
2·89	7·71	4·24
From the O. & R. Ry., *via* Cawnpore.		
3·87	...	3·54

The trade from the Punjab and the N. W. P. that you refer to is practically beyond our influence, so far as this railway and the Midland are concerned; we can only offer low rates from the junctions to attract it, and this we do.

From the Oudh and Rohilkhand line we quote a very low rate for grain and seeds for Bombay, but whether it will draw a larger business *via* Cawnpore remains to be seen; we recognize that railway obtains a better lead by Moghal Serai.

The above illustrations will, I hope, show your Committee that there is not a wide margin for material reductions, with a handsome working profit, and that, unless and until the other railways beyond Agra quote the same mileage rates, whether for Bombay or Calcutta, there is little room for this Company to move further.

It is presumed the Chamber could not expect the G. I. P. Railway to lower rates which at present leave a very small margin of profit without at least a reasonable prospect of an increased traffic, for when such decreases are invariably followed by similar decreases of the E. I. Railway rates, to maintain the present difference, a loss to the G.I. P. Railway is involved on its existing traffic, with no increased advantages whatever.

In conclusion, I can assure the Chamber that the question of attracting additional traffic to Bombay has received and will receive the constant attention of the officers of the G. I. P. Railway.—Yours, &c.,

G. A. BARNETT, Agent.

No. $\frac{259}{173}$ W. R.

PUBLIC WORKS DEPARTMENT,
NAINI TAL, *6th May* 1896.

From J. R. C. NICOLLS, Esq., Under-Secretary to Goverment, North-Western Provinces and Oudh, Public Works Department, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of this office letter No. $\frac{69 \text{ W. R.}}{173 \text{ of } 1896}$, dated 28th January 1896, I am directed to forward, for the information of the Bombay Chamber of Commerce, copies of the correspondence noted in the margin, containing the views of the Upper India Chamber of Commerce and the Director of Land Records and Agriculture, North-Western Provinces and Oudh, in connection with the complaint regarding the alleged high and preferential rates of railway freight charged to Bombay as compared with Calcutta, and to state that His Honor the Lieutenant-Governor, North-Western Provinces, and Chief Commissioner, Oudh, is not prepared to take any action in the matter.—I have, &c.,

1. Letter, dated 4th April 1896, from the Secretary, Upper India Chamber of Commerce.
2. Letter No. 893/XII 216, dated 6th April 1896, from the Director of Land Records and Agriculture, North-Western Provinces and Oudh, and enclosures.

J. R. C. NICOLLS, Under-Secretary.

UPPER INDIA CHAMBER OF COMMERCE,
CAWNPORE, $\frac{27th \text{ } March}{4th \text{ } April}$ 1896.

To the SECRETARY to GOVERNMENT, North-Western Provinces and Oudh, Railway Branch, Public Works Department, Allahabad, from the ACTING SECRETARY, UPPER INDIA CHAMBER of COMMERCE, Cawnpore.

SIR,—With further reference to your letter No. 67 $\frac{\text{W. R.}}{173 \text{ of } 1896}$, dated 28th January last, and the Chamber's letter of 30th idem, I am directed to forward for submission to His Honor the Lieutenant-Governor

the following remarks regarding the alleged high rates charged on wheat and oil seeds from the North-Western Provinces and Oudh to Bombay as compared with Calcutta.

2. The representation of the Bombay Chamber of Commerce in their letter of 25th November 1895, to the Agent, Bombay, Baroda and Central India Railway, may be summarised as follows:—

Paras. 1, 2 *and* 3.—That, while accepting the explanations previously furnished by the General Traffic Manager, Bombay, Baroda and Central India Railway, as in some measure justifying a slight difference of rates adverse to Bombay, the question is of such importance that further examination and consideration are required.

Para. 4.—That the direction of traffic is entirely governed by the rates charged; that while the figures, if received, do not show that any great weight of traffic has been diverted from Bombay to Calcutta, they nevertheless indicate a tendency in that direction; and that the existing adjustment is in favor of Calcutta continuing to gain an increased share of a trade of which Calcutta has hitherto enjoyed an undue proportion.

Paras. 5 *and* 6.—That the higher freight charged to Bombay, as compared with Calcutta, now works seriously against Bombay in the Liverpool market; but that, with approximately equivalent railway rates for equal distances, not only would the respective positions of Bombay and Calcutta be reversed, but the former would practically attract the entire trade in wheat and seeds from the North-Western Provinces and Oudh.

3. It would appear that the Bombay Chamber has based its representation on incorrect premises for the reasons following:—

Firstly.—The bulk of the wheat trade which Calcutta derives from the North-Western Provinces, the Punjab and Oudh is not for purposes of export.

Secondly.—The export wheat trade is with Continental ports as well as Liverpool, but the Bombay Chamber do not take this into account and compare only sea freights to Liverpool when showing the cost of laying down in Europe by way of the two ports.

Thirdly.—The linseed trade to Calcutta is from producing centres which, although in North-Western Provinces, Bombay cannot expect to touch.

4. During the year 1895 the weight of wheat carried to Calcutta from all stations on the East Indian and connected railways was about 115,000 tons. Of this weight only 50,000 tons were exported, although the exports were far in excess of those of 1894. Calcutta has a large and growing local demand for wheat, to meet which it indents on the North-Western Provinces and the Punjab, and a reduction in railway rates to Bombay cannot be expected to affect this traffic.

5. The linseed-producing districts that supply Calcutta from the North-Western Provinces are almost exclusively on the section—Dildarnagar to Cawnpore. The Bombay Chamber appear to have overlooked the almost non-existence of linseed on the East Indian Railway above Cawnpore.

6. *With regard to cost of exporting via Calcutta and Bombay.*—My Committee have always believed that the port charges in Calcutta are much dearer than in Bombay, but the Bombay Chamber makes them the same. The Bengal Chamber has been invited to prepare a similar comparison of laying down wheat to that given in the letter now being remarked upon, but this is not yet ready.

7. Continental ports and the freight to them should be given equal consideration with Liverpool. Bombay, it would seem, sent 65,185 tons to Great Britain and 60,906 tons to Foreign Europe during the year ended 31st December 1895, and freights to the Continent are from 5 to 8 shillings per ton in favour of Bombay. Calcutta despatched 4,149 tons of wheat to Continental Europe during the same period as compared with 46,000 tons to Great Britain. The total wheat exports from Bombay for 1895 were 126,000 tons and from Calcutta 50,000 tons.

8. With regard to the rates charged for grain and seeds from Cawnpore, Agra and Delhi to Calcutta and Bombay, it appears to the Committee of the Chamber that the East Indian Railway has great advantages in cheap coal, easy gradients, and large up traffic from Calcutta, so that it is in a position to work traffic much cheaper to Calcutta than either the Bombay, Baroda and Central India Railway and the Great Indian Peninsula Railway can do to Bombay. The Oudh and Rohilkhand Railway and the Bengal and North-Western Railway are both equally well placed with the East Indian Railway as regards easy gradients.

9. The Committee of this Chamber learn that the Indian Midland Railway and Great Indian Peninsula Railway in conjunction have

recently reduced their rates for wheat and other grains when despatched from stations on Oudh and Rohilkhand Railway via Cawnpore to Bombay from 11 annas to 9 annas 2 pies per maund, but it should be stated that the Oudh and Rohilkhand Railway charge for grain and seeds booked over that line in the direction of Cawnpore a higher mileage rate than charged when booking *via* Moghal-Serai for Calcutta; they have declined to quote from Oudh and Rohilkhand Railway stations within the area from which traffic might be expected to be consigned to Bombay the same mileage charge up to Cawnpore as is charged when booking from stations the same distance from Moghal-Serai or to make any lower charges for Bombay traffic than those now in force which are higher, my Committee are informed, than the charges levied from some of the principal despatching stations by the Oudh and Rohilkhand Railway Company before the line was taken over by Government, the special reduced rates for grain and seeds to Bombay, that were formerly quoted *via* Cawnpore, have been cancelled by the State Railway Administration and enhanced charges levied in through booking with the Indian Midland Railway for Bombay traffic, while the former special rates in force in through booking with the East Indian Railway *via* Moghal-Serai to Howrah remain unaltered. My Committee, however, recognise that towards Calcutta the Oudh and Rohilkhand Railway has river competition to contend with and that rates must be low to keep traffic from the Gogra river.

10. It would therefore appear from a review of the considerations herein set forth that under existing conditions Bombay is not really less favorably treated than Calcutta with regard to its export trade in wheat and seeds, and that a reduction of railway freights towards Bombay could not be expected to have any appreciable influence in diverting the traffic from the channels now followed.

11. Moreover, if the lines serving Bombay were to introduce rates lower than those now prevailing, it would only be reasonable and natural for the East Indian Railway to reply with a corresponding reduction on Calcutta traffic. Such a war of rates would only be justified or permitted if it could be shown that the existing tariffs are excessive or so high as to constitute a bar to the traffic, and no attempt has been made to maintain that the rates now levied are unnecessarily profitable to the railways concerned.—I have, &c.,

G. W. L. CAINE, Acting Secretary

COPY OF LETTER No. 698/XII 246, DATED 6TH APRIL 1896, FROM THE DIRECTOR OF LAND RECORDS AND AGRICULTURE, N.-W. P. AND OUDH, TO THE SECRETARY TO GOVERNMENT, N.-W. P. AND OUDH, P. W. D.

I have the honor to acknowledge receipt of your No. 68/173, dated 28th January 1896, asking for an expression of my views in regard to the complaint of the Bombay Chamber of Commerce regarding the excessive rates charged on wheat and seeds for railway carriage to Bombay. In reply I have the honor to submit certain statements and remarks which, it is hoped, may be of use in enabling Government to decide whether it would be for the public advantage in the North-Western Provinces to press for the reduction of rates to Bombay.

2. The contentions of the Bombay Chamber of Commerce are—

1st.—That, owing to advantages in the matter of freight to European ports, Bombay is the natural harbour for the shipment of North-Western Provinces produce.

2nd.—That, owing to the low railway rates to Calcutta and the high railway rates to Bombay, a part of the traffic which would naturally go to Bombay is diverted to Calcutta.

3rd.—That this diversion of traffic is a tax upon North-Western Provinces trade and consequently implies a loss to the producers and traders of this part of India.

3. It will be convenient in the first place to state more precisely the actual position of Calcutta and Bombay as regards railway freight to the North-Western Provinces and to indicate the usual course of trade in wheat and seeds to both ports.

As regards distance, Calcutta is by rail nearer than Bombay to all railway stations in these Provinces, except those on the Indian Midland Railway south of Oria and Agra and on the North-Western Railway between Ghaziabad and Saharanpur. To these excepted stations Bombay is either as near, or nearer than, Calcutta, but even to these stations Calcutta has, as regards the railway journey, considerable advantage in the evenness of the gradients on the lines in the Gangetic valley, and the consequent low cost of haulage. It may be stated without hesitation that carriage by rail to Calcutta is cheaper for all parts of these Provinces than carriage to Bombay. The difference in railway rates is, however, probably even more considerable than might have been expected from this advantage. The following statement shows the distance by the shortest route and the cost of conveyance of grain per 100 maunds to Bombay and Calcutta from the chief centres of trade in these Provinces :—

Stations from	To Howrah.			To Bombay.				
	Distance.	Freight per 100 Maunds.	Incidence per Maund per Mile.	Distance.	Freight per 100 Maunds.		Incidence per Maund per Mile.	
					Wheat.	Oil Seeds.	Wheat.	Oil Seeds.
	Miles.	Rs.	Pie.	Miles.	Rs.	Rs.	Pie.	Pie.
Moghal-Sarai	469	44	·18	931	154	154	·32	·32
Cawnpore	684	51	·14	839	67	69	·15	·16
Jhansi	821	77	·18	752	81	81	·21	·21
Lucknow	678	53	·15	885	75	77	·16	·17
Etawah	770	55	·14	1,050	81	83	·15	·15
Agra	841	55	·13	841	67	69	·15	·16
Hathras	857	53	·12	883	75	75	·16	·16
Ghaziabad...	942	55	·11	901	71	72	·15	·15
Muzaffarnagar	1,005	63	·12	964	81	82	·16	·16
Saharanpur	1,015	68	·13	1,000	85	86	·16	·17

The figures are taken from the I. M. and E. I. Railways' Goods Tariffs for September and December 1895 respectively. It will be seen from this statement that, as regards railway rates, Calcutta has a very great advantage, as compared with Bombay, even at points which are nearer Bombay than Calcutta. *Ceteris paribus* therefore it might be expected that the universal course of traffic would be to Calcutta and not to Bombay.

4. This, however, is not the case. Statement A shows for a number of years the railborne traffic in wheat, linseed, and rapeseed recorded from each division in these Provinces to each of the ports. It will be seen that—

(*a*) As regards wheat Bombay gets a share of the traffic from the Meerut division, which is large when the quantity available for export is large. It occasionally gets a share of the traffic from other divisions, but this is exceptional. As a rule, Calcutta gets its highest proportion of wheat exports when the quantity exported is small.

(*b*) As regards linseed there is practically none grown in the Agra or Meerut division and Calcutta gets virtually the whole trade, except that from Bundelkhand, in which this crop is important.

(*c*) In regard to rape and other mustard seeds Bombay has an advantage, which is probably greater of late years. It receives some mustard even from Benares and Oudh, and of late years much the greater part of the crop from Rohilkhand, Agra, and Meerut, except when the quantity available for export is small.

(*d*) The variations in traffic to the two ports are from year to year considerable; but I have been unable to find in this statement any proof that the low Railway rates to Calcutta have had the effect of permanently diverting to that port any part of the traffic, which formerly went to Bombay. Comparison of the figures for single years, as in the letter of the Bombay Chamber of Commerce, is useless and apt to be misleading.

5. I consider that the reasons for the variations in traffic above described are fairly well ascertained.

(*a*) Calcutta has a large local consumption of wheat and rapeseed, which has to be met from importations from these Pro-

vinces. This demand takes precedence of that for foreign expor and secures to Calcutta a large share of the total exports, when the stock available for export is low. Statement B shows the amount annually reserved for this local demand. Similar figures are given for Bombay also.

(*b*) Bombay has a slight advantage in freight and port dues on wheat to English ports and a somewhat larger advantage in freight on oil-seeds, to such ports. It has also for all articles of export a very large advantage in freight to Continental ports. Of wheat and linseed half or rather more than half (*vide* statement C) goes to English ports; of rapeseed the great bulk goes to Continental ports. Hence Bombay, as regards wheat, takes a considerable share of the produce available for foreign export in spite of the adverse railway rates, and almost completely controls the trade in rapeseed available for export across sea. The parts of the Provinces which grow linseed are, except Bundelkhand, so situated as regards proximity to Calcutta that Bombay cannot expect to get more than the Bundelkhand trade which it receives almost entirely.

6. It thus appears that the mere difference in railway rates has not the exclusive importance which appears to be attributed by the Bombay Chamber of Commerce. A variety of other considerations are of superior importance in determining the course of traffic to the two ports. It is further, in all probability inaccurate to contend that the favor shown to Calcutta in the rates has in late years materially altered the proportion of traffic to either port from that which obtained in the earliest years in which the present rates were in force, that is, before 1888. It may, however, be admitted that especially in years of large exports the proportion of wheat and rapeseed received by Bombay would be larger were the railway rates more equal.

7. The Bombay Chamber of Commerce appears to have a sanguine hope that a reduction of the rates on the Bombay side would tend to equalize the rates, but they omit to consider whether the Calcutta lines would not meet such a reduction with a corresponding reduction in their rates. Bombay in that case would not benefit. That question, however, is one with which we are not concerned. For us the question is, would the North-Western Provinces benefit? *Prima facie* a reduction in rates of carriage to sea-port towns should mean an advantage to producers in the North-Western Provinces, but in spite of this

commercial opinion n these provinces does not appear to be, to any extent, strongly in favor of a reduction. A considerable and a paying down traffic is necessary to make minimum rates possible for the up traffic—the imports of cotton goods so important to the people of the Province and the imports of coal so important to the manufacturers. That the East Indian Railway should lose the grain traffic it now has would, in all probability, make it necessary to raise the rates now charged for coal. It is, therefore, to some extent necessary to the North-Western Provinces that a fair proportion of the grain traffic should go to Calcutta at paying rates and not be diverted to Bombay. The question appears to me to resolve itself into whether the rates now charged up and down together are fair or are heavier than they fairly should be; or, in other words, are the profits of the Railway Companies higher than they ought to be. The question is a large one, on which I can offer no opinion. Judging by the opinion of men of business in these Provinces, whom I have consulted, the rates are not unfairly high. It does not appear to me that any case for action by the Government of these Provinces has been made out. There is certainly reason against the Government taking action with a view to diverting traffic to Bombay.

STATEMENT A.

Blocks.	Exports to Calcutta.									
	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.
Wheat.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
From Meerut Division	1,273,620	434,747	185,963	183,738	739,422	589,801	1,571,823	1,792,553	1,832,005	2,048,378
Per cent.	40	33	25	14	54	70	35	50	91	92
„ Agra Division	145,955	21,975	11,784	24,623	71,984	1,852	227,629	549,977	106,745	12,990
Per cent.	96	57	59	44	92	100	21	47	76	87
„ Allahabad Division ...	455,450	352,548	117,259	44,086	34,576	4,792	442,523	244,033	30,681	3,398
Per cent.	100	100	75	75	99	89	49	67	80	97
„ Benares Division	276,882	474,573	439,845	586,407	50,286	70,588	153,367	242,278	23,144	8
Per cent.	100	100	100	100	100	100	100	100	100	100
„ Rohilkhand Division ...	1,310,718	502,611	252,294	39,497	316,778	40,940	1,085,880	892,257	234,776	130,359
Per cent.	99	76	84	40	99	99	94	99	100	100
„ Oudh	2,382,287	3,150,500	963,305	1,339,413	683,280	429,046	1,375,770	1,134,546	321,603	6,415
Per cent.	100	99	100	99	100	100	98	100	100	100
Total	5,844,912	4,936,954	1,970,450	2,217,764	1,896,326	1,137,019	4,856,992	4,855,644	2,548,954	2,201,548
Per cent.	75	82	75	64	75	84	53	66	92	92

STATEMENT A—(*contd.*)

Blocks.	Exports to Bombay.									
	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.
WHEAT.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
From Meerut Division	1,925,192	894,849	543,423	1,142,374	639,015	215,685	2,933,448	1,777,417	183,534	183,828
Per cent.	60	67	75	86	46	30	65	50	9	8
„ Agra Division	5,704	16,813	8,353	31,058	6,640	2	866,841	628,793	33,471	1,886
Per cent.	4	43	41	56	8	.....	79	53	24	13
„ Allahabad Division ...	270	755	39,979	14,858	181	609	463,675	121,623	7,778	97
Per cent.	.....	.....	25	25	1	11	51	33	20	3
„ Benares Division	.....	.....	.....	303	.....	.....	4	.....	.....	.....
Per cent.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
„ Rohilkhand Division ...	16,249	162,454	49,704	60,377	2,888	272	64,004	11,878	.....	618
Per cent.	1	24	16	60	1	1	6	1	.....	.....
„ Oudh	.....	23,619	1,907	11,902	1	.....	27,958	2,969	.....	.....
Per cent.	.....	1	.....	1	.....	.....	2	.....	.....	.....
Total	1,941,415	1,098,490	643,366	1,260,872	648,725	216,568	4,355,930	2,542,680	224,783	186,429
Per cent.	25	18	25	36	25	16	47	34	8	8

STATEMENT A—(*contd.*)

Blocks.	Exports to Calcutta.									
	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.
LINSEED.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
From Meerut Division	953	1,612	1,980	3,642	121,587	.....	2,946	10,290	12,640	13,346
Per cent.	15	19	38	32	96	.....	83	89	100	99
„ Agra Division	13,194	9,922	12,709	3,184	35,796	5,810	7,917	38,671	18,034	32,810
Per cent.	93	32	41	9	60	50	37	74	39	47
„ Allahabad Division ...	440,339	292,847	448,558	409,385	362,110	682,919	530,927	574,746	484,073	415,162
Per cent.	70	39	71	58	77	93	70	81	69	63
„ Benares Division	327,373	505,308	544,735	653,436	348,523	480,595	715,683	604,827	722,627	401,964
Per cent.	100	100	100	100	100	100	100	100	100	100
„ Rohilkhand Division ...	241,235	141,104	199,558	109,985	395,361	142,903	223,052	529,709	380,368	284,674
Per cent.	77	38	67	52	79	91	88	99	99	100
„ Oudh	530,316	655,181	375,255	812,283	683,625	509,808	978,515	697,522	676,343	591,244
Per cent.	99	93	99	99	99	100	99	99	98	100
Total	1,553,410	1,605,974	1,582,795	1,991,865	1,952,002	1,822,035	2,509,040	2,455,765	2,294,085	1,739,200
Per cent.	85	68	84	82	89	90	89	94	90	86

STATEMENT A—(*contd.*)

Blocks.	Exports to Bombay.									
	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.
LINSEED.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
From Meerut Division	4,887	6,677	3,288	7,656	5,427	272	618	1,246	.....	195
Per cent.	84	81	62	63	4	100	17	11	.....	1
„ Agra Division	1 032	20,839	18,050	31,568	23,997	5,723	13,544	13,757	27,785	37,382
Per cent.	7	68	59	91	40	50	63	26	61	53
„ Allahabad Division ...	184,989	463,946	186,774	294,634	105,340	48,231	250,541	136,927	220,364	245,174
Per cent.	30	61	29	42	23	7	30	19	31	37
„ Benares Division	23	268	.....	.....	.....	.....	.....	.....	.....	.....
Per cent.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
„ Rohilkhand Division ...	70,565	227,610	97,069	109,364	106,992	14,743	30,876	2,806	3,952	1,392
Per cent.	23	62	33	48	21	9	12	1	1	.....
„ Oudh	4,741	48,767	4,006	8,503	5,736	1,323	10,617	5,602	15,845	2,413
Per cent.	1	7	1	1	1	.....	1	1	2	.....
Total	266,237	768,107	309,187	442,725	247,492	70,297	306,196	160,338	267,946	286,556
Per cent.	15	32	16	18	11	4	11	6	10	14

STATEMENT A—(*contd.*)

Blocks.	Exports to Calcutta.									
	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.
Rape and Mustard.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
From Meerut Division	18,606	35,846	87,349	83,516	7,488	598	3,057	99,142	123,899	134,838
Per cent, ...	89	63	34	20	3	1	24	36	17	53
„ Agra Division	14,448	14,145	18,374	14,330	2,606	637	.....	14,243	40,550	52,254
Per cent.	44	23	24	7	1	1	.....	7	8	23
„ Allahabad Division ...	76,292	159,233	133,578	145,193	6,488	8,152	63,709	198,402	113,068	29,985
Per cent.	26	34	58	26	2	6	21	24	18	20
„ Benares Division	26,155	36,498	43,311	60,772	73,426	61,474	70,605	85,127	83,918	6,069
Per cent.	100	100	100	95	88	89	98	92	97	100
„ Rohilkhand Division ...	26,557	22,709	198,431	128,099	57,636	5,561	3,529	32,217	49,593	11,490
Per cent.	87	58	86	49	29	21	14	45	22	88
„ Oudh	257,981	384,080	420,008	397,851	268,389	121,833	225,663	318,859	239,083	54,241
Per cent.	99	100	100	95	72	73	69	81	75	100
Total	420,039	652,511	901,051	829,761	416,033	198,255	366,563	747,990	650,121	288,877
Per cent, ...	63	63	72	43	31	37	48	40	26	41

STATEMENT A—(*contd.*)

Blocks.	Exports to Bombay.									
	1885-86.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93	1893-94.	1894-95.
RAPE AND MUSTARD.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
From Meerut Division	2,343	20,902	165,948	336,366	212,304	84,010	9,456	176,483	604,667	121,755
Per cent.	11	37	66	80	97	99	76	64	83	47
„ Agra Division	18,712	48,048	59,409	192,099	180,289	51,032	29,420	191,037	475,709	175,834
Per cent.	56	77	76	93	99	99	100	93	92	77
„ Allahabad Division ...	216,484	303,950	97,701	410,590	276,577	133,267	235,277	624,576	512,387	118,552
Per cent.	74	66	42	74	98	94	79	76	82	80
„ Benares Division	.....	.....	.....	3,397	8,841	7,564	1,759	7,543	2,362	.....
Per cent.	.....	.....	.....	5	11	11	2	8	3	.....
„ Rohilkhand Division ...	4,071	16,221	30,986	133,681	140,645	21,410	21,840	39,024	171,206	1,498
Per cent.	13	42	14	51	71	79	86	55	78	12
„ Oudh	1,586	815	799	19,696	102,364	45,963	101,831	75,235	78,628	191
Per cent.	1	.....	.....	5	28	27	31	19	25	.....
Total	243,196	389,936	354,843	1,095,829	921,620	343,246	399,583	1,113,898	1,844,957	417,830
Per cent.	37	37	28	57	69	63	52	60	74	59

STATEMENT B.

Year.	Bengal.			Bombay.		
	Imported to Calcutta from other Provinces in India.	Exported to foreign countries by Navigation from Bengal.	Balance available for local consumption in Bengal.	Imported to Bombay port from other Provinces in India.	Exported to foreign countries by Navigation from Bombay.	Balance available for local consumption in Bombay.
Wheat—	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
1890-91	3,468,478	1,824,372	1,644,106	9,255,490	8,455,417	800,073
1891-92	8,146,521	6,461,110	1,685,411	20,372,930	19,641,933	730,997
1892-93	6,544,919	4,525,780	2,019,139	12,441,825	11,126,212	1,315,613
1893-94	3,804,719	1,412,831	2,391,888	8,812,113	6,397,467	2,414.646
1894-95	2,914,225	327,383	2,586,842	5,296,425	1,423,362	1,873,063
Linseed—						
1890-91	7,119,033	6,841,055	277,978	4 448,450	4,153,049	295,401
1891-92	8,238,283	8,029,800	208,483	6,078,283	6,658,124	+ 579,841
1892-93	5,724,548	5,578,507	146,041	5,017,400	5 061,926	+ 44,526
1893-94	7,873,916	7,435,067	438,849	7,608,900	6,491,246	1,117,654
1894-95	5,496,999	6,059,780	+ 562,781	5,820,002	6,181,276	+ 361,274
Rape and Mustard—						
1890-91	2,486,768	642,903	1,843,865	859,251	1,040,858	+ 181,607
1891-92	2,819,734	941,231	1,878 503	1,2 4,267	1,885,927	+ 641,660
1892-93	2,844,647	614,501	2,230,146	2,780,233	3,048,045	+ 267,812
1893-94	3,745.229	1,042,208	2,703,021	5,867,322	5,992,935	+ 125.613
1894-95	2,398,837	183,849	2,214,988	4,376,959	4,386,543	+ 9,548

STATEMENT C.

Countries to which Exported.	Wheat.				
	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.
	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.
United Kingdom ...	82,08,935	1,23,45,453	14,12,869	60 93,033	47,67,829
Belgium	19,20,138	46,54,949	12,25,865	14,52,329	5,94,454
France	15,17,888	60,24,486	17,24,108	19,12,630	5,25,459
Germany	22,859	6,63,534	9,02,543	38,237	2,15,747
Holland	8,000	5,23,036	3,86,469	3,56,496	2,41,924
Italy	4,39,685	10,62,125	6,89,568	4,09,427	3,000
Spain (excluding Gibraltar).	.....	.....	1,63,910	31,500	.....
Gibraltar	30,499	.....	2,34,990	43,000	7,000
Abyssinia	320	291	6,514	4,206	12,769
Cape Colony	600	6,446	1,774	740	.....
Eastern Coast of Africa. { Mozambique.	452	363	291	86	188
Eastern Coast of Africa. { Zanzibar ...	4,740	3,976	4,722	5,490	6,502
Eastern Coast of Africa. { Other Ports.	.....	5	7	19	21
Egypt	20,00,218	48,58,524	20,45,259	16,87,262	4,39,628
Madagascar	.....	6	.....	4	31
Mauritius	11,745	185	2,188	3,199	4,663
Natal	10	10	1	8	14
South America ...	.....	.....	10,014	15	.....
Aden	20,997	22,440	18,803	18,790	19,185
Arabia	56,176	25,519	58,509	67,925	23,731
Ceylon	4.080	3,209	1,755	1,261	1,371
China—Hongkong ...	318	1,524	4,581	3,394	3,924
Maldives	24	18	15	2	6
Mekron and Sonmiani.	1,555	10,240	2,856	3,360	6,279
Persia	49	215	25,899	19,850	2,205
Siam	.....	4	.....	5	.....
Straits Settlements ...	7,341	6,417	5,741	4,184	3,926
Turkey in Asia ...	16	.....	82	99	190
Austria	4	2	.....	.....	.....
Portugal	52,000	35,000	37,800	.....	.....
Réunion	11,843	3,666	6,300	.....	7,440
Australia	4	.....	5	.....	.....
United States... ...	.....	.....	.....	.....	.....
West Indies	.....	.....	.....	.....	.....
Japan	.....	.....	.....	.....	.....
Sumatra	.....	.....	.....	.....	.....
Malta	.....	51,782	.....	.....	300
Java	.....	.....	15	.....	.....
Treaty Ports	.....	.....	.....	.....	.....
Russia in Europe ...	.....	.....	.....	.....	.....
Total ...	1,43,20,496	3,03,03,425	1,49,73,453	1,21,56,557	68,87,791

STATEMENT C.—(*contd.*)

Countries to which Exported.	Linseed.				
	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.
	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.
United Kingdom ...	40,96,314	57,15,124	41,44,389	45,11,267	35,36,624
Belgium	6,22,972	8,57,200	5,08,266	7,97,013	5,80,740
France...	14,21,204	19,47,741	16,40,615	20,82,233	14,26,182
Germany	1,77,908	5,17,774	3,91,464	6,28,787	8,51,541
Holland	5,88,630	10,63,864	6,46,102	14,74,740	14, 3,203
Italy	3,25,136	3,74,518	2,33,909	3,90,471	4,04,207
Spain (excluding Gibraltar).	.....	11,997	.....	53,197	.....
Gibraltar	.....	.....	.....	.....	.....
Abyssinia	.....	.....	.....	.....	.....
Cape Colony	...	.....	.....	.....	.....
Eastern Coast of Africa. { Mozambique	41	9	11	2	8
Eastern Coast of Africa. { Zanzibar ...	6	12	4	.....	1
Eastern Coast of Africa. { Other Ports.	.....	.....	.....	.....	.....
Egypt	.....	1,69,992	72,801	.....	86,673
Madagascar	.....	.....	.....	.....	.....
Mauritius	40	194	124	.....	235
Natal	84	187	110	3	213
South America ...	.....	26,406	38,919	70,286	1,03,236
Aden	11	18	27	7	8
Arabia	5	12	173	20	5
Ceylon...	.....	.....	1	20	23
China—Hongkong ...	15	210	12	15	4,158
Maldives	.....	.....	.....	.....	.....
Mekran and Sonmiani	.....	.....	.....	.....	.....
Persia	.....	.....	.....	1	.....
Siam	.....	.....	.....	.....	.....
Straits Settlements ...	4	12	3	52	84
Turkey in Asia ...	.....	.....	.....	6	6
Austria	8,000	9,440	9,000	12,263	38,862
Portugal	.....	6,000	.....	.....	.....
Réunion	29	.....	7	.....	15
Australia	12,186	12,348	6,813	9,669	10,546
United States... ...	7,97,363	1,25,660	17,899	1,16,169	4,09,309
West Indies	27,353	27,574	1,06,896	94,892	1,50,498
Japan	.....	.....	.....	.....	.....
Sumatra	.....	.....	.....	.....	.....
Malta	.....	.....	.....	.....	.....
Java	.....	.....	.....	63	.....
Treaty Ports	.....	.....	6	.....	.....
Russia in Europe ...	.....	.....	.....	.....	.....
Total ...	80,77,301	108,66,592	78,17,554	102,45,176	90,16,382

STATEMENT C.—(*contd.*)

Countries to which Exported.	Rape and Mustard.				
	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.
	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.
United Kingdom ...	3,91,834	2,79,678	2,58,256	4,18,412	2,01,121
Belgium	4,61,337	7,82,489	9,53,753	19,69,167	11,82,222
France...	6,29,659	9,45,739	7,77,039	25,89,114	21,18,695
Germany	34,730	3,69,996	7,30,970	18,73,733	10,59,983
Holland	13,805	9,040	22,178	3,04,566	2,57,857
Italy	9,496	54,304	1,29,915	1,18,400	78,015
Spain (excluding Gibraltar.)	.....	.....	.....	.....	.....
Gibraltar	.....	.....	.....	.....	.....
Abyssinia	.....	.....	.....	.....	.....
Cape Colony	.....	1	.....	.....	.....
Eastern Coast of Africa. { Mozambique	9	14	7	10	21
Eastern Coast of Africa. { Zanzibar ...	7	83	29	8	34
Eastern Coast of Africa. { Other Ports.	.....	.....	.....	2	.....
Egypt	44,296	2,20,897	.....	.....	.....
Madagascar	.....	.....	.....	.....	.....
Mauritius	543	950	767	1,286	785
Natal	166	115	90	239	109
South America ...	106	3	2	100	157
Aden	14	26	15	15	13
Arabia	12	3	3	.....	11
Ceylon	481	15	1,831	19	24
China—Hongkong ...	1	.....	2	2	.....
Maldives	.....	.....	.....	.....	.....
Mekron and Soumiani.	.....	.....	.....	.....	.....
Persia	.....	.....	4	.....	5
Siam	.....	.....	.....	3	.....
Strait Settlements ...	418	280	275	379	422
Turkey in Asia ...	.....	.....	.....	.....	.....
Austria	.....	1,400	1,684	99,105	2,654
Portugal	.....	.....	.....	.....	.....
Réunion	24	30	.....	14	19
Australia	256	314	192	358	758
United States... ...	2,671	3,300	2,532	4,797	1,801
West Indies	.....	2	2	7	1
Japan	41	.....	.....	.....	3
Sumatra	1	.....	.....	.....	.....
Malta	.....	.....	.....	.....	.....
Java	.....	.....	.....	.....	.....
Treaty Ports	.....	.....	.....	.....	.....
Russia in Europe ...	.....	.....	.....	200	5,255
Total ...	15,89,907	26,68,679	28,79,546	73,79,936	49,09,875

From Mr. J. H. APJOHN, Vice-Chairman of the Calcutta Port Commissioners, to Mr. S. E. J. CLARKE, Secretary, Bengal Chamber of Commerce.

SIR,—In compliance with your Circular No. 123-96 of the 10th inst., I have much pleasure in tendering to the Committee of the Chamber of Commerce my opinion as follows on certain correspondence on the subject of competition between Bombay and Calcutta.

2. The Bombay Chamber of Commerce contends that the mileage rates on all railways should be equal and that Calcutta is unfairly favoured by the rates on the East Indian Railway being lower than those on the railways connecting Cawnpore, Agra, Hathras and Delhi with Bombay. It is unnecessary for me to point out the obvious fallacy of only considering distance and ignoring such matters as gradients and the cost of coal. Is Calcutta to be denied the benefit to be derived from being connected with Upper India by a Railway running through a fruitful plain providing much local traffic and also tapping the coal fields of India?

3. Bombay lies on the other side of a range of mountains, and the railways between it and the places in question traverse much less fertile tracts than does the East Indian Railway. Further, as has been so often before pointed out, the G. I. P. Railway involves an annual loss to the State of Rs. 41,84,000, and the East Indian Railway on the other hand gives a profit of Rs. 84,52,000, or more than double. It thus appears that the traffic of the area served by the latter not only already pays for the loss on the G. I. P. Railway, but is further mulcted of as much again over and above the interest on Capital.

4. The Agent, East Indian Railway, expresses an opinion that existing rates are not so much in favour of Calcutta as asserted by the Bombay Chamber, and he states that sea freights to the Continent of Europe (to which Bombay sends about equal quantities as to Great Britain) are from 5 to 8 shillings a ton in favour of Bombay.

5. In order to arrive, if possible, at the present facts of the case, I have prepared the annexed tabular statement comparing the cost of carriage of wheat and linseed from Cawnpore, Agra and Delhi to London and Hamburg by Calcutta and Bombay, respectively. In preparing this table, I have used the railway rates as nearly as I can ascertain them, and I was favoured with a statement of the average sea freights for 1895-96 by a leading firm of ship agents in Calcutta. I

believe the comparative statement to be very approximately accurate. The Calcutta freight ton is one of 20 cwt., and 2s. 6*d*. a ton more is generally charged for linseed than for wheat. In Bombay the same freight per ton is charged for the two article, but the ton for wheat is one of 18 cwt. and that for linseed 16 cwt. In the comparison all have been reduced to a ton of 20 cwt.

6. It will be seen that the comparison does not bear out the statement of the Agent, East Indian Railway, that the freights to the Continent of Europe are in favour of Bombay. On the contrary, the greatest difference in favour of Calcutta is that for wheat from Delhi to Hamburg, amounting to 3s. 7*d*. per ton. Wheat from Cawnpore to Hamburg would cost the same by either route, but in every other case there is a difference in favour of Calcutta even after putting in the charge for special toll which was omitted by the Bombay Chamber when making their comparison.

7. I think the fair deduction to be made from the comparison is that the centres in question are, and have always been (since export from them became possible owing to the construction of railways), within the sphere of Calcutta, and any attempt to divert the trade to Bombay by reduction of rates on the lines in that direction would be monstrous and should be most strenuously resisted.

8. On the other hand, I am of opinion that much could be done in the way of fostering Calcutta exports by a liberal system of rebates on railway freight for produce exported. Such rebates would not in any way cause competition with Bombay, but with South America and other foreign countries by enabling Indian produce to be exported at a profit which otherwise would never leave the country.

9. As the Agent, E. I. Railway, points out, of all the produce carried by the railway, only a small proportion is exported.

10. In 1894-95 there were carried by the E. I. Railway a total of 1,232,000 tons of grain, pulse and oil seeds at a charge for freight of Rs. 93,46,000, or Rs. 7-8-0 a ton. Now the exports from Calcutta in 1894-95 were—

	Tons.
Rice and paddy	351,000
Wheat	12,000
Seeds	241,000
Total ...	604,000

But a small proportion of the total exports of rice and paddy can have been carried by the E. I. Railway, so that probably 300,000 tons, or half the whole, would be an outside estimate of the share of that Railway, or about one-quarter of the total weight of these articles carried by it.

11. A system of rebate for produce exported would in no way affect the earnings of the E. I. Railway on three-fourths of the whole carried and supposing the present exports to amount to 300,000 tons a year, the grant of a rebate of 50 per cent. of the freight would, even supposing it failed to stimulate exports, not reduce the interest earned by the railway below a very handsome figure. The nett earnings of the E. I. Railway in 1894–95 amounted to Rs. 3,64,26,000, and if a rebate of 50 per cent. had been given on 3,00,000 tons carried at an average of Rs. 7-8-0 a ton, the earnings would have been reduced by Rs. 11,25,000 or to 353 lakhs, the capital cost of the line being 3,750 lakhs, thus, making the interest earned 9·41 against the 9·72 actually obtained, or a reduction of less than one-third per cent.

12. It is not, however, reasonable to suppose that such a rebate would fail to stimulate exports, and probably they would be increased to an extent that would entirely wipe out the cost on the present volume.

13. I am, of course, ignorant of what it actually costs to carry produce, but the additional expenditure due to an increase in the volume carried must be very small compared with the freight earnings. I do not see that the expenses can be much beyond locomotive and wagon expenses which are shown in the published statistics of the railway to be Rs. 0 52 per train-mile, the goods earnings being Rs. 5·54. It would, therefore, appear that the actual additional expenses are rather less than one-tenth of the receipts. If the rates of freight were halved, then they would still remain five times greater than the additional expenses. The rates now charged for produce being comparatively low, it is possible that, if halved, they would be less than five times the expense, but they would certainly be at least three times. On this last assumption, it can be calculated how many additional tons should be carried at half the present average rate of Rs. 7-8-0 a ton to recoup the loss of Rs. 11,25,000 on 300,000 tons.

Let X be the additional weight to be carried at Rs. 3-12-01 then

$$\frac{3{\cdot}75X + 2 = 1{,}125{,}000}{3}$$

$$X = 450{,}000 \text{ tons.}$$

It, therefore, appears that an increase in the exports of 450,000 tons would wipe out the loss due to a rebate of 50 per cent. of the railway freight.

14. Of course I do not pretend that the above figures are accurate, but they certainly indicate that there is a wide margin on the present rates charged by the E. I. Railway, to enable the export trade of Calcutta to be enormously stimulated by liberal system of rebates without any permanent reduction of the earnings of the railway.

BOMBAY CHAMBER OF COMMERCE, *25th July* 1896.

To the AGENT of the B. B. & C. I. and R.-M. RAILWAYS.

SIR,—I am directed to acknowledge the receipt of your letter No. 1863 of 14th February 1896, to which the Committee would have had the pleasure of replying at an earlier date had it not been apparent that the question raised in my letter of the 25th November 1895 had attracted attention, and elicited a certain amount of discussion in other quarters whence interesting information calculated to throw additional light on a somewhat complex subject was likely to be available, and my Committee accordingly deemed it advisable to defer their reply until they had the advantage of having the result of the more extended discussion before them.

2. In the interval, since the receipt of your letter under reply, they have accordingly had the privilege of receiving and perusing the following communications:—

A letter from T. W. Wood, Esq., Secretary to the Board of the B. B. and C. I. Railway, No. 195, dated London, 7th February 1896.

A letter from the Under-Secretary to Government, N.-W. P. and Oudh, No. $\frac{259}{173}$, dated Naini Tal, 6th May 1896, covering copies of letters to that Government from—

The Acting Secretary to the Upper India Chamber of Commerce, Cawnpore, dated 27th

March 1896, and the Director of Land Records and Agriculture, N.-W. P. and Oudh, dated 6th April 1896.

And of perusing, in the press, copy of—

A letter addressed by J. H. Apjohn, Esq., Vice-Chairman of the Calcutta Port Commissioners, to the Secretary, Bengal Chamber of Commerce.

3. To the arguments and statements advanced in these various documents—most of which are common to all—my Committee will endeavour to reply *seriatim*, but, before doing so they deem it appropriate first to acknowledge your letter of 25th June 1896*, in which, premising that the views expressed in yours of 14th February tended to prove that you were powerless to effect or assist in obtaining any reduction of the rates between the North-West and Bombay as compared with those charged between the North-West and Calcutta, you pointed out that, by the construction of the Southern-Punjab Line on the one side and the chord line between Mogal Serai and Assansol on the other, Karachi and Calcutta, respectively, would soon both be brought nearer Delhi than Bombay, and that to meet the still keener competition which must then ensue for the trade of the Punjab and the North-West, it was incumbent on the Chamber to impress on the Government of India the claims which, under the circumstances, Bombay had to shorter direct communication with those provinces.

4. It is perhaps scarcely necessary to remind you that it was largely due to the importance they attached to the approaching competition of the Southern-Punjab Line that the Committee, in their letter of 25th November 1895, solicited your co-operation in an endeavour to secure to Bombay a legitimate share of the trade of the North-West before Karachi was in a position to step in, and, by means of a

* See Appendix C.

shorter route, take away a portion of the unduly small proportion that we already had. And I am directed to express the disappointment experienced when, instead of the active co-operation invited, my Committee learned that you were indisposed to initiate any movement towards the redress of the grievances which they consider the mercantile public of Bombay labour under in their competition with other ports.

5. From what follows, it will be sufficiently apparent that the reasons given in your letter of 14th February 1896, have failed to convince the Committee of the Chamber that the relative railway rates from the North-West do not unfairly handicap traffic to Bombay, but this is no reason why they should not advocate the claims of this port to more direct communication in that direction, and they accordingly had no hesitation in immediately complying with your request by adding another to the long list of representations they have made to the Government of India in favour of the immediate construction of the Nagda-Muttra Line with branches to Delhi and Aligarh, so as to give shorter direct communication with those centres, on one gauge and under one administration.

6. Even were this undertaking sanctioned at the earliest possible moment, however, it would be three or four years at least before it could come into operation, and my Committee do not see why those interested in the trade of Bombay should meanwhile sit supinely by and see any portion of it diverted by unduly preferential rates to other places. And that the rates to Calcutta from Delhi, Agra, and other centres in the Punjab and the North-West are preferential as against Bombay the Chamber still contends, any arguments adduced in the contributions to the discussion already enumerated to the contrary notwithstanding.

7. The main fact in the whole question, and the one which neither can be, nor is in any way, disputed is, that for equal distances rates to Bombay are much heavier than to Calcutta; nor in the opinion of the Committee is it worth while devoting time or space to demonstrating the equally incontrovertible fact that, other things being equal, lower rates will attract and higher rates repel traffic. The argument would be as profitless as proving that water will not run up, but will run down hill.

8. Starting from this standpoint materially restricts the field of discussion, as it eliminates therefrom no inconsiderable portion of some of the communications mentioned. And in this connection it may be remarked that Mr. J. H. Apjohn's paper can scarcely be taken as a serious contribution to the enquiry, that gentleman's geographical information being still at that stage which apparently only knows of one route between Bombay and the North-West—the G. I. P. and Indian Midland—and is oblivious of the fact that the B. B. & C. I. and R.-M. Lines to Delhi constitute the shortest means of communication; are in no way hampered by that range of mountains on the wrong side of which Bombay is so unfortunately situated (1,400 miles nearer Europe); run through many parts quite as fertile as Bengal; have proportionately as large a local traffic and earn jointly and severally a larger dividend on capital expenditure than the East Indian Railway. He ingenuously says "that any attempt to divert the trade to Bombay by reduction of rates on the lines in that direction would be monstrous and should be most strenuously resisted," and in the next paragraph proceeds to propound a scheme for a rebate of 50 per cent. on railway freights on export produce. *Such rebates*, he says, *would not in any way cause competition with Bombay*. He might as well have added that on the Calcutta side water does not run down hill.

9. The more serious arguments that have been adduced in favour of the maintenance of existing relative rates are—

(1) The statement in your Home Board's letter of 7th February 1896, that, if Bombay were to secure a considerable increase to its trade with the North-West Provinces and the Punjab, it would be practically impossible for the existing line to carry it.

That direct communication between Bombay and the North-West by a shorter route on a uniform gauge is urgently required scarcely, in the opinion of this Chamber, admits of discussion, and there can be no doubt that in the busy export season the traffic on the Bandikui-Ajmere Section of the R.-M. Railway is frequently in excess of its carrying capacity, but for many months of the year this is not so, and this year, as you state in your letter of 25th June, with a decrease in the imports into Bombay over your line represented by 30 lakhs of rupees of earnings, there could have been no question of your being able to transport any additional produce which a readjustment of rates in favour of Bombay would have been likely to attract. Moreover, the recurring congestion on the Bandikui-Ajmere Section of the R.-M. Railway is, my Committee understand, mainly caused by local, not through, traffic, and the appropriate reply to the argument used by your Board is, therefore, not to maintain unfair relative rates between the North-West and Bombay, but to press for the construction of another line—which this Chamber has continuously and vigorously done.

(2) The second argument against any reduction being made in rates to Bombay is used in common by all the writers of the various papers to which reference has been made, namely, that any reduction on your through rates would be followed by a similar or per-

haps greater reduction in rates to Calcutta, and a period of competition would then ensue, which might prove adverse to the railways on this side.

To a body of merchants such as this Chamber mainly consists of, whose entire business is one continuous competition from beginning to end, the results foreshadowed in this opinion are perhaps more lightly regarded than by railway companies accustomed to fix their rates on a scale yielding a certain profit. My Committee are, however, prepared to admit that there is a limit to the extent to which competition can be carried at the point at which it ceases to be profitable. And this brings us to another reason in favor of the existing position on which great stress is laid by all those who have joined in the discussion.

(3) That, owing to easier gradients, cheaper coal, and a more remunerative down traffic, the E. I. line are in a position to carry up traffic at lower rates than your line.

This, in the opinion of my Committee, is the leading argument in the whole discussion, and it is one on which they had counted on the assistance of the railway experts of your own and the G. I. P. lines in helping them to arrive at a definite conclusion. If it can be shown that the lines all round are carrying traffic at a rate which does not leave them an undue margin of profit, and that the relative costs of working are fully and fairly met by the relative rates, then the Committee of this Chamber would be prepared to admit that the argument told heavily against their case as originally submitted. The Director of Land Records and Agriculture for the N.-W. P. and Oudh, in dealing with this point, says : "The difference in railway rates is, however, probably even more considerable than might have been expected from this advantage," and gives some figures showing the respective cost of conveyance of grain and

seeds to Bombay and Calcutta, of which I quote here only those places where the distances to Bombay and Calcutta, respectively, are within a resonable comparison:

Stations from	To Howrah.			To Bombay.				
	Distance.	Freight per 100 mds.	Incidence per md. per mile.	Distance.	Freight per 100 mds.		Incidence per md. per mile.	
					Wheat.	Oil seeds.	Wheat.	Oil seeds.
	Miles.	Rs.	Pie.	Miles.	Rs.	Rs.	Pie.	Pie.
Jhansi	821	77	·18	752	81	81	·21	·21
Agra	841	55	·13	841	67	69	·15	·16
Hathras ...	857	53	·12	883	75	75	·16	·16
Ghaziabad ...	942	55	·11	901	71	72	·15	·15
Muzaffarnagar ..	1,005	63	·12	964	81	82	·16	·16
Saharanpur ...	1,015	68	·13	1,000	85	86	·16	·17

These rates are based upon the I. M. and G. I. P. joint tariff to Bombay, and show an excess to this place as compared with Calcutta, ranging from about 15½ to 36 per cent. But the preference to the latter place is not altogether made up by the considerations advanced under head (3) as will be perceived from the analysis of certain through rates furnished by the G. I. P. which I beg to quote:—

RATES IN PIES CHARGED PER TON-MILE FOR GRAIN AND SEEDS.

	E. I. Ry. Mileage Rate. (*To Agra Junction.*)	*G. I. P. Ry. Mileage Rate.* (*From Itarsi.*)
	To Calcutta.	For Bombay.	To Bombay.
From Agra... ...	3·40	...	4·25
„ Ghaziabad ...	2·92	8·01	4·25
„ Muzaffarnagar	2·92	5·01	4·25
„ Sharanpur ...	3·45	9·15	4·25
„ Etawah ...	3·58	8·38	4·25
„ Khurja ...	3·17	9·10	4·25

These figures show that wherever any portion of the lead is over the E. I. line, they make a charge on a scale intended to be prohibitive of traffic in the direction of Bombay, and that the cheap fuel, &c., which they enjoy has no share in that part of their calculations.

10. A much fairer means of comparison, however, is the statement I gave in my letter to you of 25th November 1895, showing the respective rates on wheat and seed from Delhi to Bombay over your system and to Calcutta by the E. I. :—

	To Bombay.	To Calcutta.
	As. p.	As. p.
Wheat per maund	10 9	8 6
Linseed ,, ...	11 0	8 6

These rates, irrespective of the fact that Delhi is 67 miles nearer Bombay than Calcutta, give a charge to Bombay over Calcutta of 21 to 22¾ per cent., and the point at issue is how far this discrepancy is accounted for by the advantages claimed for the East Indian line. As already remarked, this is a part of the argument which should have been dealt with by experts, but, in the absence of such aid, my Committee assume that the percentage of working expenses to gross earnings on the respective lines is not an unreasonable mode of estimating the concession which could be fairly claimed by the E. I. These were :

	1894.	1895.	Mean.
East Indian	30·87	31·07	30·97
B. B. & C. I.	36·85	37·69	37·27
Rajputana-Malwa	38·19	40·29	39·24

Taking the two latter together, the mean would only show an excess percentage of working expenses to gross earnings on the B. B. & C. I. and R.-M. systems over the E. I. of about 7¼ per cent. as a set-off against an excess freight of 22 per cent.

11. This mode of computation may not be either exact or the identical basis on which the comparison should be made, but, in the opinion of the Committee of this Chamber, it affords ample margin on which to claim a revision of the rates levied between the North-West and Bombay, and Calcutta respectively.

12. Such a revision could, the Chamber believes, be obtained by amicable arrangement with the competing lines, and, failing that, section 42 of the Railway Act affords means of obtaining a remedy. Assuming, however, from the tenor of your two letters in reply to the Chamber's communication that you are not disposed to have recourse to this method, my Committee have decided to submit the correspondence to Government with a request that they may be pleased to take action under section 43 of the Act on the plea that the Chamber represents a class of traders in a local area being charged higher rates for similar services than a class of traders in another local area, and asking that a commission may be appointed as provided for by the Act to deal with and adjudicate upon the question.

13. Several other statements and arguments have been advanced in this discussion which, although only incidentally concerned with the real question at issue, may nevertheless be noticed with the view to removing certain misapprehensions which appear to prevail on the other side of India.

14. For instance, the Upper India Chamber of Commerce in their letter of $\frac{27\text{th March}}{4\text{th April}}$ 1896 appear to apprehend that one of the chief objects this Chamber had in view was to demonstrate how Calcutta worked against Bombay in the Liverpool market. This misapprehension arises from the fact that the Committee of this Chamber merely took Liverpool as a leading European market for the purpose of

obtaining regular freight quotations, and therefore one of the incorrect premises which is alleged against this Chamber's original letter of 25th November 1895 arises only from the wrong interpretation the Upper India Chamber of Commerce has placed upon it, that "the export wheat trade is with Continental ports as well as with Liverpool and that the Bombay Chamber did not take this into account." Freights to Liverpool and Continental ports on the average generally run on the same comparative lines, north Continental ports being, as a rule, slightly dearer, while Mediterranean ports are frequently, and perhaps on the average, somewhat cheaper than Liverpool; but the question of homeward freights does not, in the opinion of the Committee of this Chamber, really enter into the question at all. If Bombay has a geographical advantage in its proximity to Europe, there is no reason why that advantage should be cancelled by a preferential rate of railway carriage so that Calcutta or Madras should be placed on the same plane as Bombay for export purposes. Nor is it to the benefit of the country generally that such a basis for regulating railway freights should prevail, as it places the produce of India at the disadvantage of competing with like productions of other countries on the level of the most expensive route to Europe.

15. The Upper India Chamber of Commerce also states that the bulk of the wheat trade which Calcutta derives from the North-West Provinces, the Punjab and Oudh, is not for purposes of export, and that out of 115,000 tons carried to Calcutta in 1895 only 50,000 tons were exported. My Committee can see no sound reason why the local consumers of North-West Province wheat in Bombay should have to pay a higher rate of transport than the local consumers in Calcutta, and this more especially as Bombay consumes a very much larger quantity of wheat

locally than Calcutta. Assuming the Upper India Chamber of Commerce figures to be correct, the consumption of Calcutta in 1895 would be 65,000 tons, while in Bombay for the same year the consumption was about 114,000 tons, and the average of the past three years works out at about 108,000 tons.

16. The Director of Land Records and Agriculture for the North-West Provinces and Oudh remarks that, "the question is, would the North-West Provinces benefit by a reduction in rates to Bombay? *Prima facie* a reduction in rates of carriage to sea-port towns should mean an advantage to producers in the North-Western Provinces, but, in spite of this, commercial opinion in these Provinces does not appear to be to any extent strongly in favour of a reduction. A considerable and a paying down traffic is necessary to make minimum rates possible for the up traffic." Now the Committee of the Chamber hold that the Director is perfectly right in the view he expresses that a reduction in rates to seaport towns means an advantage to producers, as the producer must inevitably secure an increased price for his produce owing to the lower rate of transport to the point of sale or consumption. But when against this economical fact he begins to place the commercial opinion of the North-West Provinces, he is treading on debateable, if not dangerous, ground. Doubtless the commercial public of the North-West Provinces and Oudh would prefer their trade to go *via* Calcutta, as they are mostly either off-shoots of commercial houses in that port or have had permanent relations with Calcutta for a prolonged period. But the contention that any reduction in rates to Bombay would necessarily mean an enhancement of down traffic rates from Calcutta to the North-West can scarcely be conceded. This Chamber has not asked that the up rates to Calcutta should be lowered, but that the rates to Bombay should be reduced

to a fair relative, but still profitable, level, and the amount of traffic which that alteration would be likely to divert from the East Indian line would scarcely affect their revenue to such an extent as to demand a revision of their down rates.—I have, &c.,

A. F. BEAUFORT, Chairman.
JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, 31*st July* 1896.

The SECRETARY to GOVERNMENT, Public Works Department (Railway Branch), Bombay.

SIR,—I am directed by the Committee of the Chamber of Commerce to wait upon you with copies of correspondence between the Chamber and the Agents of the B. B. and C. I. and G. I. P. Railways on the subject of what my Committee consider to be the preferential rates of railway carriage which prevail between the North-West Provinces and the Punjab and Calcutta, as compared with the rates from the same provinces to Bombay.

2. From the correspondence it will be perceived that the Agents of these lines profess themselves powerless to effect of their own initiative or even to assist in obtaining any reduction in the existing charges to Bombay, and my Committee therefore see no other way of obtaining redress for the commercial community than by respectfully soliciting Government to appoint commissioners, as provided for under section 43 of the Indian Railways Act, 1890. My Committee contend that the Chamber represents a class of traders in a local area being charged rates in excess of traders in another local area; and in terms of the section quoted they hold that it shall lie on the railway administrations to show that the rates now prevailing to Bombay from the North-West Provinces and Oudh are not preferential rates against Bombay traders.—I have, &c.,

A. F. BEAUFORT, Chairman.

BOMBAY CHAMBER OF COMMERCE, 31*st July* 1896.

The AGENT of the G. I. P. RAILWAY COMPANY, Bombay.

SIR,—I have the honour to forward herewith, for your information, two copies of a letter addressed by the Chamber to the Agent of the B. B. & C. I. & R.-M. Railways on the subject of the preferential rates of railway carriage which prevail between the North-West Provinces and the Punjab and Calcutta, as compared with the rates from the same provinces to Bombay.—I have, &c.,

A. F. BEAUFORT, Chairman.

Similar letter to the Secretary to the Board of Directors of the B. B. & C. I. Railway, London.

No. $\frac{\text{C } 61}{10115}$

GREAT INDIAN PENINSULA RAILWAY COMPANY,
BOMBAY, 4*th August* 1896.

The CHAIRMAN, CHAMBER of COMMERCE, Bombay.

SIR,—I am desired to acknowledge, with thanks, receipt of the copies of the Chamber's letter of 25th ultimo to the Agent, B. B. & C. I. Railway, on the subject of the preferential rates of railway carriage which prevail between the North-West Provinces and the Punjab and Calcutta, as compared with the rates from the same Provinces to Bombay, forwarded to the Agent with your letter of the 31st idem.—I am, &c.,

A. J. GARRETT, Acting Secretary.

No. 1999 OF 1896.

PUBLIC WORKS DEPARTMENT, RAILWAY BRANCH,
BOMBAY CASTLE, 20*th August* 1896.

To the CHAIRMAN of the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter, dated 31st July 1896, and enclosures, being correspondence between the Chamber and the Agents, Great Indian Peninsula and Bombay, Baroda and Central India Railway Companies, regarding the railway rates

between the North-Western Provinces and the Punjab to Calcutta and Bombay respectively ; and in which the Chamber desires that a Railway Commission may be appointed under Chapter V of the Indian Railways Act, 1890.

2. In the first place I am to remark that so long as the maxima or minima rates laid down by the Government of India for particular railways are not infringed, there is nothing to prevent the administrations of those railways from altering the rates charged on their lines, if they consider it desirable to take such a step.

3. As regards the appointment of a Commission, I am to request that Government may be favoured with a more definite expression of the views of the Chamber.

By Section 26 (1) of the Indian Railways Act, 1890, the appointment of a Railway Commission is vested in the Governor General in Council, and Section 28 (*a*) lays down that he may, if he thinks fit, appoint such a Commission—

> "where complaint is made to the Governor General in Council of anything done, or any omission made by a railway administration in violation or contravention of any provision of this Chapter,"

i.e., Chapter V of Indian Railways Act, 1890.

Section 42 (2) of this Chapter lays down that—

> "a railway administration shall not make or give any undue or unreasonble preference or advantage to or in favour of any particular person or railway administration, or any particular description of traffic, in any respect whatsoever, or subject any particular person or railway administration or any particular description of traffic to any undue or unreasonable prejudice or disadvantage in any respect whatsoever."

And Section 43, to which the Chamber refers, lays down that—

> "whenever it is shown that a railway administration charges one trader or class of traders or the traders in any local area lower rates for the same or similar animals or goods, or lower rates for the same or similar services, than it charges to other traders or classes of traders, or to the traders in another local area, the burden of proving that such lower charge does not amount to an undue preference shall lie on the railway administration."

4. With reference to the above, I am to ask that the Chamber will kindly say against what railway administration it alleges that such railway administration gives undue or unreasonable preference—or against what railway administration the Chamber alleges that it charges any trader or class of traders lower rates than it charges to other traders or class of traders.

It seems obvious that the undue preference must be the act of one railway administration; and that the independent action of a railway administration A, cannot render another administration B, which has no power to control the action of A, guilty of the offence of under preference.—I have, &c.,

H. O. SELBY, Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, *27th August* 1896.

The SECRETARY to GOVERNMENT, Public Works Department, (Railway Branch), Bombay.

SIR,—I have the honor to acknowledge the receipt of your letter No. 1999 of 20th instant, in reply to this Chamber's communication of 31st July, handing you copies of the correspondence with the Agents of the B. B. & C. I. and G. I. P. Railway Companies.

2. The Railway Administration which this Chamber alleges gives undue preference to one body of traders over another body, as defined in Section 43 of the Indian Railways Act, 1890, is the East Indian Railway. In para. 9 of my letter of the 25th July to the Agent of the B. B. and C I. Railway I endeavoured to make this clear.

3. The action of the East Indian Railway Company, we contend, comes within the section referred to, for this Company deliberately prevents produce coming to Bombay, by levying charges on it—on such portions of their line that it has to pass over to connect with the railways running towards Bombay—out of all proportion to those charged on their own line towards Howrah. The action of this Com-

pany, my Committee contend, is unfair to Bombay traders, as it enables them to benefit themselves and unduly favour Calcutta traders.

4. This Chamber does not hold that the fact that the East Indian Railway Company has not exceeded, or gone below, the maxima and minima rates it can charge, affects the question at issue; and it feels very strongly that the action of this Company can only be met—in view of the correspondence previously sent to Government—by action under Section 43 of the Indian Railways Act of 1890.—I have, &c.,

A. F. BEAUFORT, Chairman.

No. 2183 OF 1896.

PUBLIC WORKS DEPARTMENT, RAILWAY BRANCH,
BOMBAY CASTLE, *8th September* 1896.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to state, for the information of the Chamber, that their letters dated 31st July and 27th August 1896, regarding the alleged undue preference given by the East Indian Railway to one body of traders over another as defined in section 43 of the Indian Railways Act of 1890, have been forwarded to the Government of India, for such action as that Government may consider necessary.—I have, &c.,

J. WILLCOCKS,
Acting Under-Secretary to Government.

No. 1385 OF 1896.

BOMBAY, BARODA AND CENTRAL INDIA RAILWAY,
15, FINSBURY CIRCUS,
LONDON, *7th October* 1896.

The Hon. Mr. A. F. BEAUFORT, Chairman, Chamber of Commerce, Bombay.

DEAR SIR,—I beg to acknowledge the receipt of your letter, dated 7th August last, with the accompanying copies of a letter addressed by the Chamber to the Agent of this Company, on the subject of railway

charges between the North West Provinces and the Punjab and Calcutta, as compared with the rates from the same provinces to Bombay.

The Agent also communicated to my Board copies of the same letter, and I am now desired to append for your information an extract (para. 44) from their despatch to the Agent, No. 1355, dated 2nd instant, in regard thereto.—I am, &c.,

T. W. WOOD, Secretary.

44. No. 32, p. 373.

RATES FOR TRAFFIC FROM THE NORTH-WEST PROVINCES TO BOMBAY.

The Board have given to the letter, dated 25th July last, addressed to you by the Secretary of the Chamber of Commerce, Bombay, the careful consideration due to representations made by the Chamber.

Their general views on the question of the feasibility of reducing rates between Delhi and other points in the North-West and Bombay, with a view to stimulate the growth of the traffic passing through Bombay, were conveyed in my letter to the Secretary of the Chamber, dated 7th February last. The position has not altered since then, although the traffic carried by the Company's system during the past season was considerably less than in the corresponding period of last year. This diminution in traffic, however, the Board understand to be due to the short supply of produce available for export, and not in any way to the incidence of the rates charged by this Company.

The Board are not prepared to admit that the charges made by this Company are "*unfair*," either absolutely for the service rendered, or relatively when compared with the charges made by the East Indian Railway to Calcutta, when the circumstances on the two systems are fairly considered. From various causes, the principal being an unbroken gauge, easier gradients, a closer equality between "up" and "down" traffic, coal costing per ton less than a fifth of the price paid by this Company, more densely populated districts furnishing more abundant and cheaper labour, the East Indian Railway Company can work its traffic more cheaply than this Company can. As a result, taking the years 1894 and 1895 together, whilst, as stated in the letter of the Secretary of the Chamber, now under reference, the traffic of the East Indian Railway cost 30·97 per cent. to work, the corresponding expenditure by this Company represented 38·42 per cent., and this on a higher rate of mileage charge. If, therefore, we could work our

traffic at as low a percentage of gross earnings as the E. I. Railway Company do, we could be content with the same mileage charge. This Company's average working cost was, in fact, both actually per too mile, and relatively to its gross earnings, considerably above the corresponding expenditure of the East Indian Railway, and its charges for wheat and seeds to Bombay are, consequently, justifiably higher than the charges of the East Indian Railway to Calcutta. The Board are, however, disposed to consider that our rates to Bombay for seeds, which are somewhat higher than for wheat, should be reduced to those charged for wheat from North-West Junction stations, and that some further reductions in our charges for both from competitive points may be advisable, but they will await the General Traffic Manager's report as to what he deems feasible, in the present position of the Company's available means of transport, and without materially imperilling its revenue, together with your own further observations on the matter.

BOMBAY CHAMBER OF COMMERCE, *30th October* 1896.

The SECRETARY to the BOARD of DIRECTORS of the B. B. and C. I. RAILWAY, London.

DEAR SIR,—I have the honor to acknowledge the receipt of your letter No. 1385 of the 7th instant, forwarding (in connection with this Chamber's representations) an extract (para. 44) from your Board's despatch to the Agent of the Company in India, on the subject of railway rates between the North-West Provinces and the Punjab and Calcutta, as compared with the rates from the same provinces to Bombay.

My Committee will await with interest the report referred to in the concluding portion of the despatch, and they trust that your General Traffic Manager will submit the same as soon as possible as they consider the matter a very urgent one.—I am, &c.,

A. F. BEAUFORT, Chairman.

APPENDIX E.

RAILWAY RATES FOR THE CARRIAGE OF SEEDS FROM AKOLA TO BOMBAY AND CALCUTTA.

BOMBAY CHAMBER OF COMMERCE, 14*th April* 1896.

The AGENT of the G. I. P. RAILWAY COMPANY, Bombay.

SIR,—The attention of the Committee of the Chamber of Commerce has been drawn to the fact that during the month of March considerable purchases of linseed have been made in Akola—a station on your line in the Berars—for the Calcutta market.

2. Before addressing you on the subject, the Committee caused enquiries to be made, and they have ascertained that although the distance from Akola to Bombay is only 363 miles and from Akola to Calcutta 916 miles, the difference in freight charged is only anna one and pies eight per maund in favour of Bombay. A slight movement in the value of linseed in Calcutta, owing to a temporary fluctuation in sea freights, is the only cause, so far as the Committee can learn, that has led to this diversion of traffic, and they cannot but consider that such a relative scale of rates is likely to adversely affect Bombay as a shipping port as compared with Calcutta. Were the rates on your line based on even an approximately level scale for the respective mileages, it would be absolutely impossible for buyers of linseed on the Calcutta side to touch the markets within something like 250 miles on the Calcutta side of Akola, and the Committee of the Chamber consider therefore that the question of your through rates in conjunction with the Bengal-Nagpore route to Calcutta and Bombay, respectively, demand your careful consideration with a view to revision.

At the present moment the amount of traffic attracted may not be large, and, as in the instances recently

brought to your notice, would only be practicable for Calcutta when sea freights to Europe were exceptionally low; but having regard to the fact that the Bengal-Nagpore line is now in process of extension to Calcutta direct, after the accomplishment of which they will be in a position to give still lower through rates to Calcutta than they now can do through the intermediary of the East Indian Railway, the Committee of the Chamber are of opinion that no time should be lost in endeavouring to attract to this side all the trade possible before the keener competition sets in. As a general rule, the rates of freight on wheat, seeds and cotton from Bombay to Europe are considerably less than from Calcutta, and naturally therefore Bombay's sphere of influence should extend further in an Eastern direction than the Calcutta sphere in a Western direction. If, however, Calcutta succeeds in attracting an undue share of the trade now and thus establishes a market for produce which ought geographically to come to Bombay, there will be great difficulty in changing the tendency of traffic later on, and a greater inducement will have to be used to divert traffic than would be necessary if the same trade was already established in the first instance.—I have, &c.,

JOHN MARSHALL, Secretary.

No. R $\frac{105}{6598}$.

GREAT INDIAN PENINSULA RAILWAY COMPANY,
BOMBAY, 19*th May* 1896.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am desired to acknowledge with thanks the receipt of your letter of the 14th ultimo, and to state that the subject of the letter has received careful attention, and will continue to do so.—Yours, &c.,

H. I. P. THOMSON, Secretary.

APPENDIX F.

PROPOSED ACCELERATION OF THE DAILY MAIL TRAINS BETWEEN THE PRESIDENCY CITIES.

No. 919-96.

BENGAL CHAMBER OF COMMERCE,

CALCUTTA, *30th June* 1896.

The SECRETARY, BOMBAY CHAMBER of COMMERCE.

DEAR SIR,—I am instructed to hand you herewith, for the information of the Bombay Chamber of Commerce, copy of a letter No. 847-96, dated the 20th June, from this Chamber to the Government of India, on the subject of the acceleration of the mail between Bombay and Calcutta, generally, and the despatch Eastwards by a special train, running at a special rate of speed, of the European mail as soon as it arrives in Bombay.

The Committee will be glad if the Bombay Chamber of Commerce can support the suggestions made by this Chamber.—Yours, &c.,

S. E. J. CLARKE, Secretary.

No. 847-96.

BENGAL CHAMBER OF COMMERCE,

CALCUTTA, *20th June* 1896.

From S. E. J. CLARKE, Esq., Secretary, Bengal Chamber of Commerce, to the SECRETARY to the GOVERNMENT of INDIA, Public Works Department, Railways.

SIR,—The Committee of the Chamber of Commerce desire again to approach the Government of India on the subject of an acceleration of the mail train between Calcutta and Bombay. This is a subject which has been under discussion on several occasions since January 1888. It will, no doubt, be in your recollection that an experimental train was run for some weeks in the spring, and that this experiment, though financially it was unsuccessful, yet conclusively proved that there is no difficulty in increasing the speed of the mail train between the two great Indian ports. The increase, however, has now led to a demand that the ordinary daily mail train shall be accelerated, and that special arrangements shall be made at Bombay to despatch the English mail, Eastward, with as little delay as possible, after the arrival of the steamer.

The new contract for carrying the mails by sea provides for an increase in the speed of the steamers. It seems to the Committee that this benefit to the Indian public will be shorn of much of its value, if the mail, when it reaches Bombay, is to be detained there for an interval of ten or twelve hours before being entrained for its conveyance Eastward. As a corollary to greater expedition on the voyage two things are necessary in India—

(*a*) increased railway speed, and

(*b*) that the mails shall be despatched by a special train to travel at a special rate of speed as soon as the mail steamer arrives.

The Committee would very strongly urge that the present railway speed for the carrying of the mail, and particularly the European mail, is quite below the requirements of the day, and the importance of the work to be done.

The Committee are glad here to have the opportunity of acknowledging the public spirit with which the local management of the East Indian Railway have, from first to last, taken up and dealt with this question. If a settlement depended upon the East Indian Railway only, the Committee are of opinion it would long since have reached a satisfactory conclusion.

Hitherto, the great difficulty would appear to have rested with the management of the Great Indian Peninsula Railway, who have not found it convenient to fall in with the suggestions put forward on behalf of the East Indian Railway. At the same time the convenience of the mercantile community at Bombay has to be considered, so as to secure that that community shall not be made to suffer for an amenity extended to Calcutta and Rangoon.

Now that Burmah has become a prosperous division of the Empire, and that the trade of Rangoon has expanded to considerable proportions, it must be clear that an effort must be made to meet the commercial wants, as regards the mail, of the Rangoon community. It is generally understood that, with a view to serve the wants of the Punjab and Sind, the provision of a special steamer service from Aden to Karachi will be included in the new postal contract. It cannot be said that the requirements of the rapidly developing province of Burmah are less than those of the Punjab. It is of primary consequence in fact that better mail facilities be extended to Burmah without delay, and it is fortunate that whatever may be done to accelerate

the Calcutta mail must be of equal benefit to Burmah. The Committee of this Chamber believe that the necessary facilities can be secured by an arrangement with the railway companies by which the time of the journey between Bombay and Calcutta shall be reduced by 22 or 24 hours. It will be easy to arrange with the British India Steam Navigation Company that their Rangoon mail vessels shall receive the mail at Diamond Harbour, in time to secure their departure from the river on the day the mail arrives at Calcutta. The Committee are of opinion that, if the suggestion put forward by the Director General of Railways in 1888 be adopted, and if a dining saloon and a Pullman's car can be attached to the Bombay mail train, the time of the journey may be considerably shortened, and this without considering what may be done by the Great Indian Peninsula Railway.

The two essential points which the Committee desire to submit to the attention of Government are—

First, that the business requirements of the country demand that the daily mail service between Bombay and Calcutta shall be accelerated ; and

Second, that on the arrival of the European mail at Bombay it shall, with as little delay as possible, be conveyed, Eastward, by a special train running at a special rate of speed.

The Committee, therefore, beg to suggest that, as in September 1888, a Conference may be held to not only consider, but to settle these questions ; and they further submit that, in addition to the public offices represented on that occasion, the attendance of representatives of the Rangoon, Bombay and Bengal Chambers of Commerce should be secured.—I have, &c.,

S. E. J. CLARKE, Secretary.

BOMBAY CHAMBER OF COMMERCE, *15th July* 1896.

The SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—This Chamber having been addressed by the Bengal Chamber of Commerce respecting the desirability of the acceleration of the mail service between Bombay and Calcutta, I am directed by the Committee to request that H. E. the Governor in Council may be pleased to represent to the Government of India the desirability of the proposal,

2. For the information of Government, I am directed to append a copy of the representation received from the Bengal Chamber and of this Chamber's reply thereto, as also of a letter which I have, by direction, addressed to the Postmaster General, Bombay, on the subject of the conveyance of the mails between Europe and the East. The Committee of this Chamber quite concur in the two essential points which the Bengal Chamber submits to the attention of the Government of India, namely—

> *First*, that the business requirements of the country demand that the daily mail service between Bombay and Calcutta shall be accelerated; and
>
> *Second*, that on the arrival of the European mail at Bombay it shall, with as little delay as possible, be conveyed, Eastward, by a special train running at a special rate of speed;

and they would further desire the support of H. E. the Governor in Council to the suggestion that, as in September 1888, a Conference may be held to settle these questions at which representatives of the Rangoon, Bombay and Bengal Chambers should be admitted.—I have, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, *15th July* 1896.

The SECRETARY, BENGAL CHAMBER of COMMERCE, Calcutta.

DEAR SIR,—I have submitted to the Committee of this Chamber your letter No. 919 of the 30th ultimo, with accompaniment, on the subject of the acceleration of the mail service between Bombay and Calcutta; and by their direction I have addressed the Government of Bombay, soliciting them to move the Government of India in support of that portion of your representation. As you will perceive, however, from the accompanying copy of a letter

which this Chamber has addressed to Government on the subject of the conveyance of the mails between Europe and the East, they are adverse to the proposal for an additional mail line between Aden and Karachi, and they are also disposed to think that the mails for Burmah might possibly be conveyed more rapidly *via* Madras. My Committee, however, support your proposal for a Conference being held on the subject.—I am, &c.,

JOHN MARSHALL, Secretary.

No. 23-C of 1896.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,
POONA, 14*th September* 1896.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—A question is before me of a possible acceleration of the speed of the ordinary mail trains between Calcutta and Bombay, and possibly Bombay and Madras. I do not refer at all to special trains on English mail days, but to the usual daily service.

2. There is one point on which I should feel greatly obliged if the Committee of the Chamber would give me their opinion. It appears to me that the time of the *departure* of the mail trains from either Bombay, Madras or Calcutta is a matter of considerable moment to the public, and my opinion is that the most convenient hour is some time at night after the day's work is over, say about 9 p.m.

3. This being fixed, it does not appear to me a matter of any consequence when the mail trains *arrive* at their final destination, if they come quicker than before,—for example, say, the mail train at the present speed leaves Calcutta at 8 or 9 at night and at present reaches Bombay, say at 6 in the morning, and suppose that accelerating its speed would bring it into Bombay at 1 o'clock in the morning, I purposely choose, what seems to me, the most inconvenient hour. It seems to me that if passengers are allowed the option of either leaving the train at once or staying in it till daybreak, that the acceleration is a clear gain. I do not see that passengers would lose in any way, and the Post Office would obviously have several hours more in which to deal with the letters. Will the Committee kindly say whether they see any reason to dissent from this view ?—I have, &c.,

H. O. SELBY, Consulting Engineer for Railways.

BOMBAY CHAMBER OF COMMERCE, *7th October* 1896.

The CONSULTING ENGINEER for RAILWAYS, Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter No. 23-C of the 14th ultimo, from which the Committee of this Chamber are glad to learn that the question of the acceleration of the daily mail trains between Calcutta and Bombay, and possibly between Bombay and Madras, and *vice versa*, is now before you.

2. My Committee agree with you that it is a matter of importance to the public that the daily mail train from each of the Presidency cities be not despatched before, say, 9 p.m. or, as you observe, after the day's work is over.

3. They do not, however, agree with your views that it is not a matter of moment at what hour the mail trains arrive at their final destination. The example you give of a train arriving at 1 a.m., even if the passengers were allowed the option of leaving or staying in the carriages till daylight, is one which they have no hesitation in saying would be a source of considerable inconvenience and discomfort to the public, the termini of the Presidency cities being about the last places in which the ordinary traveller could secure rest in the interval between arrival and dawn. The letters would certainly be received earlier at the General Post Office, but their delivery to the public would not practically be accelerated, as the present hour of arrival gives ample time to the Post Office to sort and deliver them before office hours each morning.

4. The Committee fail to see why the daily mail train between Calcutta and Bombay, which from the 1st instant starts at 9-27 p.m., and which travelling at a speed, including stoppages, of, say, 26 miles an hour, reaches Bombay in 56½ hours, at 6-30 a.m., should not be able, by increasing its speed to less than 31 miles an hour, to reach this city in 45½ hours, by 6-30 p.m., or 12 hours earlier than at

present, and the same speed for the journey hence. Surely the importance of the daily mail service between Eastern and Western India is sufficient to induce Government to secure even the very moderate speed now proposed?

5. I am desired to take the opportunity of suggesting that the daily mails to and from Calcutta should be carried over the Bengal-Nagpore line instead of *via* Allahabad as at present, that route being 121 miles shorter. When a recent break occurred at the Dhudye Bridge and the mails had to be sent *via* the former line, they were delivered *eight hours* quicker than by the E. I. route. The daily service by the Bengal-Nagpore, if Government intervened, might be considerably accelerated, and the avoidable delay at Assensole, at present caused by the obstructive policy of the E. I. Railway, be done away with. If this was arranged, the daily mail service might leave Calcutta as at present, and passing over the Bengal-Nagpore line reach Bombay even earlier than is now proposed *via* the E. I. and G. I. P. Railways. That the former line is destined to be the principal one between Bombay and Calcutta, as soon as direct communication is established, is obvious; but my Committee fail to understand why Government should await this and not take action to prevent the E. I. Railway from hampering the Bengal-Nagpore by the delay at present forced on the latter at Assensole.

6. The daily service to and from Madras might also with advantage be quickened by a departure from Madras fully 3 hours later than at present, and by an earlier arrival by 1 to 1½ hours at each termini.

7. To ascertain the views of the Bengal and Madras Chambers on the subject, the Committee propose to send them copies of this letter, and if they disagree with their views this Chamber will address you again.—I have, &c.,

A. F. BEAUFORT, Chairman.

No. 27-C OF 1896.

OFFICE OF CONSULTING ENGINEER FOR RAILWAYS,

POONA, 15*th October* 1896.

The SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I have the honor to acknowledge, with thanks, the receipt of your letter dated 7th October 1896, and in reply to say that, doubtless owing to want of clearness in my letter No. 23-C, dated 14th September 1896, the Committee of the Chamber have not apparently grasped the full import of the question on which I desired their opinion.

2. There is no difficulty, so far as I am at present aware, in so accelerating the mail train between Calcutta and Bombay *via* the East Indian and Great Indian Peninsula Railways as to ensure an arrival at Bombay at 6 or 7 in the evening instead of next morning as at present. Nor can I see any reason why the mails should not travel *via* the Bengal-Nagpore Railway ; but, as the Chamber is probably aware, neither that railway nor the East Indian Railway is under my control.

3. I did not intend to convey the idea in my former letter, that it was a matter of no moment to the inhabitants of Calcutta or Madras or Bombay, as the case may be, when the mails arrived at those places ; but what I did mean was that if each of those places were conceded a right of fixing the hour of departure, then in view of the immense gain to the public all over India that will be caused by a quicker distribution of mails and passengers over the whole country, it should not allow any local selfishness, regarding times of arrival, to stand in the way of so salutary an improvement ; but in view of the immense general advantage, should accept even an inconvenient hour. It seems to me obvious that if they all three want to fix both times of departure and arrival, merely as may suit local interests or convenience, that there will be a great obstacle, and I think a needless one, put in the way of any improvement.

4. Let me take, merely as an illustration, and not because it is any better or worse than any other case, the daily mails between Bombay and Madras.

The distance is 794 miles or, deducting 18 miles for the Bhore Ghat, 776 miles.

At present the up mail to Bombay leaves Madras at 18-10 and reaches Bombay at 7 hours, taking 36 hours 50 minutes to do the journey, or deducting 1½ hours for the Bhore Ghat, 35 hours 20 minutes for 776 miles.

The down mail leaves Bombay at 21-30 and reaches Madras at 7-50, 34 hours 20 minutes, or deducting for the Bhore Ghat, say 33 hours. Now suppose that the time for the BhoreGhat remains the same, 1½ hours, and that the times of departure from Madras and Bombay remain the same; but that we were able so to accelerate the mail service that the 776 miles should be done in 26 hours or the whole journey each way in 27½ hours. This would bring the mail train into Bombay 9 hours earlier than at present, *i.e.*, at 22 hours, and would bring the mail into Madras 7 hours earlier, *i.e.*, at about 0-30. Now even supposing these hours were actually inconvenient to Bombay and Madras or either of them, can it be fairly contended that on that account so great an improvement should not take place? I can only hope that Bombay at least will take no such selfish view of the matter.

I need hardly point out that the precise figures do not affect the argument one way or another—they are merely an illustration.

5. It must be remembered that the acceleration of this mail train would quicken the distribution of passengers and mails over an immense extent of country. It would mean earlier arrivals, and so earlier departures on connected lines, at the following junctions—Poona, Dhond, Hotgi, Wadi, Raichur, Guntakul, Renigunta, and Arkonam. If the Committee of the Chamber will kindly look at the railway map o India they will see what an immense extent of territory is served by lines running into these junctions. I cannot believe that the Chamber would have any wish that even a possibly inconvenient hour of arrival at Bombay should block so great a benefit.

6. Similar arguments, of course, apply to an acceleration of the Bombay-Calcutta mail service. It comes to this, that an acceleration means a quicker distribution of passengers and mails all over India, and in view of this great gain I trust that the Committee will agree with me the great terminal cities, whilst fixing the hours of departure, should in the general interest accept even an inconvenient hour of arrival should that be necessary. It may possibly not be necessary; but that does not affect the argument.

7. I should be glad to know whether the Chamber are inclined to agree with the views expressed in this letter.—I have, &c.,

H. O. SELBY, Consulting Engineer for Railways.

BOMBAY CHAMBER OF COMMERCE, 28*th October* 1896.

The CONSULTING ENGINEER for RAILWAYS, Bombay.

SIR,—I have the honor to acknowledge the receipt of your letter No. 27-C of 15th instant.

2. In theory my Committee are in agreement with your views in regard to the acceleration of the daily inter-presidency mail service; but before expressing their agreement with a special one, they would like to examine the proposed times of arrival and departure at the several important junctions touched at by the Bombay-Calcutta and Bombay-Madras mail trains, and *vice versa*.

3. The Chamber is glad to learn that there is no apparent difficulty, so far as you are at present aware, in accelerating, for instance, the Calcutta-Bombay mail train so as to arrive in Bombay at 6 or 7 in the evening instead of next morning as at present. Similarly, if the Madras-Bombay mail train was accelerated, as proposed in my letter, a considerable gain on the present speed would be secured.

4. That the trains thus accelerated should reach some of the principal junctions *en route* at inconvenient hours, is a difficulty which exists not only in India but also on the Continent of Europe, and to a less extent in England, and it is one which my Committee fear cannot easily be got over, but, as just remarked, they will be glad to consider any definite proposals which may be put forward.

5. On hearing from the Bengal and Madras Chambers—to whom a copy of my previous letter to you was sent—I will, if necessary, again address you.—I have, &c.,

A. F. BEAUFORT, Chairman.

BOMBAY CHAMBER OF COMMERCE, 8*th October* 1896.

The SECRETARY, CHAMBER of COMMERCE, Calcutta, Madras.

DEAR SIR,—I beg to wait upon you, for the favour of an expression of your Committee's views, with the accompany-

ing copies of correspondence which has passed between the Bombay Government and this Chamber on the subject of the acceleration of the daily mail trains between the Presidency cities.—I am, &c.,

A. F. BEAUFORT, Chairman.

No. 1499-96.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, *4th November* 1896.

JOHN MARSHALL, Esq., Secretary, Bombay Chamber of Commerce.

DEAR SIR,—I am to acknowledge receipt of your letter of 8th October and enclosures, and to say that the questions therein dealt with are under the consideration of the Committee of this Chamber, who, as you know, are greatly interested in the acceleration of the mail trains between Bombay and Calcutta.—Yours, &c.,

S. E. J. CLARKE, Secretary.

MADRAS CHAMBER OF COMMERCE, *10th November* 1896.

The CHAIRMAN, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—In acknowledging the receipt of your letter of the 8th ultimo, I beg to inform you that the copies of correspondence therein referred to, regarding the proposed acceleration of the daily mail trains between the Presidency cities, were considered at the last general meeting of the Chamber when the following resolution was adopted :—

"That this Chamber is not dissatisfied with the daily mail service between Madras and Bombay—though it considers the service might with advantage be accelerated by 2 or 3 hours—but is very dissatisfied with the service between Bombay and Madras in respect of the time occupied in the transit of the overland mails and their detention in Bombay, whenever the mail steamer arrives any time after midnight—the view of the Chamber being that the inward overland mails should be run through to Madras by a special train taking only 24 hours on the journey, the train to be despatched as soon after the arrival of the steamer as will allow of mails and passengers being entrained."—I remain, &c.,

H. SCOTT,
Vice-Chairman.

APPENDIX G.

NEW CONTRACT FOR THE CONVEYANCE OF THE MAILS BETWEEN EUROPE AND THE EAST.

BOMBAY CHAMBER OF COMMERCE, *2nd April* 1896.

The POSTMASTER GENERAL, Bombay.

SIR,—As the Committee of the Chamber understand that the question of a new mail contract with the P. & O. S. N. Company is now under the consideration of the Government of India, they would be glad to know whether there are any papers on the subject which you could place at the disposal of the Chamber with the view of the matter being discussed.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 116

BOMBAY, *4th April* 1896.

From the POSTMASTER GENERAL, Bombay, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter, dated the 2nd April, and to say that a further communication will follow.—I have, &c.,

W. P. SYMONDS, Postmaster General.

No. 2942

BOMBAY, 11*th May* 1896.

From the POSTMASTER GENERAL, Bombay, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of this office letter No. 116, dated 4th April, 1896, I have the honor to forward for information the enclosed copy of letter No. 323c, dated the 28th April, from the Director General of the Post Office of India on the subject.—I have, &c.,

W. P. SYMONDS, Postmaster General.

Copy of a communication No. 323 c/S. S. 1 No. 5, dated 28th April 1896, from the Director General of the Post Office of India to the Postmaster General, Bombay.

I have the honor to acknowledge your letter No. 8, dated the 4th April 1896, giving cover to a communication from the Secretary to the

Bombay Chamber of Commerce asking whether any papers regarding the new contract for the conveyance of mails between Europe and the East can be placed at the disposal of the Chamber.

In reply I have the honor to state that I am not in a position at present to communicate any papers on the subject to the Chamber. I have just learnt, however, that tenders have been called for in England, and the authorities in India will be given full opportunity, probably in July of this year, for expressing their views on the whole question. I shall then be able to place all necessary information at the disposal of the Chamber and shall hope to be favoured with an expression of their views.

BOMBAY CHAMBER OF COMMERCE, 13*th May* 1896.

The POSTMASTER GENERAL, Bombay.

SIR,—I am directed by the Committee of the Chamber to acknowledge the receipt of your letter No. 2942 of the 11th instant, with the accompanying copy of a communication from the Director-General of the Post Office of India to your address on the subject of the new contract for the conveyance of mails between Europe and the East.

2. The Committee observe, with extreme regret, that tenders have been called for before reference had been made to Chambers of Commerce and other bodies on this side, as it seems manifest that the advice and criticisms of the Chambers would have been of much benefit in the formulation of these tenders. They would now, however, beg to solicit that copies of the papers be furnished to the Chamber at the earliest possible moment.—I have, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, 11*th July* 1896.

The POSTMASTER GENERAL, Bombay.

SIR,—With your letter No. 2942 of 11th May last you favoured the Chamber with a copy of a letter you had

received from the Director-General of the Post Office in India, in which he said "the authorities in India will be given full opportunity, probably in July of this year, for expressing their views on the whole question." In my letter of 13th May, acknowledging receipt of this communication, I expressed the desire of the Chamber to be furnished with the papers on the subject at the earliest possible moment, but two months having elapsed without an acknowledgment of this request, and the month of July being well advanced, the Committee of the Chamber consider that no further time should be lost in submitting, for the information of Government, an expression of their views on a matter of so much importance to the mercantile community.

2. The conditions of the contract with which the public are mainly concerned are—

(1) The Indian and European ports of arrival and departure of the mails.

(2) The days and hours of departure.

(3) The minimum limit of speed.

(4) The cost of the service.

(5) The duration of the contract.

All these conditions are, of course, mutually dependent on each other, but the dominant factor is unquestionably the rate of speed, and that being so, it seems scarcely necessary to discuss the question of the European port, as for the present at least, and probably for some time to come, the Brindisi route will afford the most rapid means of transit to and from London. Government, however, will doubtless in the new contract retain the powers they hold under the existing one of changing the European port of arrival and departure should it afterwards prove necessary or advisable to do so.

3. As regards the Indian port of arrival and departure, the advantages attaching to Bombay—from the safety and accessibility of its harbour to steamers of any size at all states of the tide, its central position and direct railway communications with all parts of India—ought, in the opinion of my Committee, to have rendered it unnecessary to entertain the idea of any other port. They learn, however, that in the forms issued by Government tenders are invited for a service to Kurrachee. At some future period the importance of that place as a seat of trade and of the adjoining districts more immediately connected with it may justify the consideration of such a proposal, but at present the Committe of this Chamber do not think Government would be warranted in taxing the finances of the country with the heavy additional expenditure which would have to be incurred in subsidising a line of first-class steamers between Aden and Kurrachee; second class boats would be of no use, as in that case the transit *via* Bombay would be quite as rapid.

4. The day and hour of departure of the mails from London could probably not be improved upon, and in any case that concerns the Home more than the Indian public; but, so far as the commercial community of Bombay are concerned, they would gladly welcome an arrangement which would permit of a Friday afternoon departure from Bombay throughout the year.

5. To come next to the question of speed, which, as already remarked, must of necessity govern all other conditions, my Committee consider that at the present day the public would be warranted in expecting that letters and answers could be exchanged between Bombay and London by ordinary course of post in four weeks, and between Calcutta and London in five weeks instead of six and seven weeks, respectively, as is the case under the existing con-

tract. To attain this, however, with the present days of departure—and these it would not be desirable to alter—would necessitate a rate of speed on the homeward voyage of close upon 16½ knots an hour. No doubt the exigencies of the passenger traffic will bring this about, if not by the time the new contract commences, at no very late period afterwards. In the meantime, however, my Committee would not advocate such a rate of speed being demanded for the first five years of the contract at all events; but they certainly think that, if the course of post between Bombay and London and back cannot be reduced by two weeks, it can, and ought to, be brought down by one week by raising the minimum rate of speed between Bombay and Brindisi to 15 knots and doing away with the 30 hours now allowed for passage through the Canal. The contracting Company have, of course, no control over the duration of the passage in the Canal beyond the speed of the steamer in the lakes, but while Government allow in the present contract 30 hours for the Canal, the passage, the Committee believe, is generally made in 16, which, with three hours' detention at Port Said and one hour at Suez, makes a total of 20 hours in all. If, instead of retaining this condition, therefore, no time is fixed for the Canal passage, 15 knots an hour steaming at sea would work out as follows :—

Brindisi to Port Said...	930 miles	... ...	62 hours.
Suez to Aden ...	1,308 „	... ...	87 „
Aden to Bombay ...	1,664 „	... ...	111 „
Total ...	3,902 miles	Total ...	260 „

Add—Detention in Canal, including Port Said and Suez ... ... 20 „

Do. at Aden ... ... 3 „

Total ... 283 hours or eleven days and nineteen hours.

If the departure from Brindisi could be arranged for 10 p.m. instead of 12 p.m. as at present,—which will probably result from the recent acceleration of the service between London and Paris—this would bring the mail steamer into Bombay by 5 p.m. on Friday, and thus give ample time for replying to correspondence by the outward mail on Saturday during the fine weather, or what is the busy season in India. Even with the 12 p.m. departure from Brindisi, however, the steamer would arrive by 7 p.m. on Friday in time to land passengers and mails the same evening and permit of the Calcutta mails being despatched the same night so as to reach Calcutta on Monday morning.

6. The Committee of the Chamber do not anticipate that the speed of 15 knots would necessitate any increase in the cost of the service over what is paid at present; for, if the history of the last contract be studied, it will be perceived that the speed of the service is really regulated by the passenger traffic and not by the mails; and when the time arrives for the commencement of the new contract in February 1898, there can be little doubt that few, if any, of the P. & O. passenger steamers will be run at a less speed than 15 knots. As indicating the tendency in this direction it is noteworthy that the P. & O. Company have not built any passenger and mail steamers of less than 16-knots capacity (except the 15-knots boats, the "Peninsular" and "Oriental," in 1888) since 1886, and latterly have only built vessels capable of steaming 19 knots.

7. As regards the length of the contract, it may be that the contracting Company would demand a higher scale of remuneration if a shorter period was sought to be enforced; but in the opinion of the Committee the disadvantage to the public, which undoubtedly arises from the difficulty of entering into such a long contract as ten years might be

fairly met by making the first half of the contract on the basis of a minimum speed of 15 knots and the second half at a speed of, say, 16½ knots per hour. Judging by the record of the past, the passenger traffic will demand a rate of speed much in excess of the latter figure long before the first five years have elapsed, and although it may be argued that in that case the public would derive the benefit of such an increase in speed, whether contracted for or not, my Committee consider that some such increase ought to be provided for.

8. The Chamber is necessarily at a serious disadvantage in discussing this matter in not having the papers to refer to, and the Committee are aware that some of the points they have suggested are not in consonance with the terms of the tenders which have been invited, but this only in their opinion serves to emphasise what they said in their previous letter as to the desirability of obtaining public criticism and opinions of Chambers of Commerce and other bodies before formulating, let alone asking for, tenders. In matters of this kind it is of the utmost advantage that the discussion should have the utmost publicity; yet departmental and private opinions were being taken six months ago, while this Chamber has been unable yet to obtain a glance at any of the papers connected with the subject.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 8258

BOMBAY, 16*th July* 1896.

From the POSTMASTER GENERAL, Bombay, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I have the honor to acknowledge the receipt of your printed letter, dated 11th current, and to say that it has been submitted to the Director-General of the Post Office for consideration.—I have, &c.,

G. S. CURTIS, Offg. Postmaster General.

BOMBAY CHAMBER OF COMMERCE, 14*th July* 1896.

The DIRECTOR-GENERAL of the POST OFFICE of INDIA, Simla.

SIR,—I am directed to forward herewith, for your information, 5 copies of a letter addressed by this Chamber to the Postmaster General, Bombay, on the subject of the new contract for the conveyance of the mails between Europe and the East.—I have, &c.,

JOHN MARSHALL, Secretary.

Similar letters to the Secretaries, Chambers of Commerce, Madras and Cawnpore.

BOMBAY CHAMBER OF COMMERCE, 17*th July* 1896.

The SECRETARIES, CHAMBERS of COMMERCE, London, Liverpool and Manchester.

DEAR SIR,—I am directed to wait upon you, for the information of your Chamber, with 2 copies of a letter which I have, under instructions from my Committee, addressed to the Postmaster General, Bombay, on the subject of the new contract for the conveyance of the mails between Europe and the East.—I am, &c.,

JOHN MARSHALL, Secretary.

INCORPORATED CHAMBER OF COMMERCE OF LIVERPOOL.

LIVERPOOL, 5*th August* 1896.

The SECRETARY, BOMBAY CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am in receipt of your letter, dated 17th July, handing copies of a letter addressed by your Chamber to the Postmaster General, Bombay, on the subject of the new contract for the conveyance of mails between Europe and the East.

I will place your communication before the Committee of the East India and China Trade Section on an early date.—Yours, &c.,

THOMAS H. BARKER, Secretary.

MADRAS CHAMBER OF COMMERCE, 11*th August* 1896.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I beg to thank you for your letter of the 14th ultimo, and to enclose for your information copy of a letter addressed by this Chamber to the Postmaster General, Madras, endorsing the views expressed in your Chamber's letter to the Postmaster General, Bombay, on the subject of the new contract for the conveyance of the mails between Europe and the East.—I remain, &c.,

A. C. LAWSON, Secretary.

MADRAS CHAMBER OF COMMERCE, 10*th August*, 1896.

From the Hon. Mr. G. L. CHAMBERS, Chairman, Chamber of Commerce, Madras, to the POSTMASTER GENERAL, Madras.

SIR,—In accordance with a Resolution passed at the last meeting of the Chamber, held on the 28th ultimo, I have now the honour to address you on the subject of the new contract for the conveyance of the mails between India and Europe.

In May last, the Director-General of the Post Office of India stated that the authorities in India would be given full opportunity, probably in July of this year, for expressing their views on the whole question of the new contract; but so far, no detailed information has been afforded the public, although one month has elapsed since the latest date for the receipt of tenders (7th July). The only particulars of which the Chamber is cognisant are those elicited by Sir John Leng in the House of Commons on the 5th May, which were as follows:—That the lowest speed for which tenders had been asked was 13½ knots to and from Bombay; that tenders for any speed, higher or lower, might be sent in, and that the European port to be used in the service of the future had not been specified in the advertisement for tenders, but that it would be open to parties tendering to select Marseilles, the Postmaster General being free to choose a service *via* Marseilles, if an offer based upon the embarkation and landing of mails at that port showed better results than an offer based on Brindisi or any other port. On the 30th June, Sir John Leng elicited from the Secretary to the Treasury, as representing the Postmaster-General, that, among others tenders had been invited for the conveyance of the mails between Brindisi or some other European port and Bombay in 322 hours, 312 hours or 302 hours. Lastly, in the brief advertisement for tenders published in the English papers, it was stated that the tenders might be for a period of five, seven or ten years.

The Chamber would, in passing, merely remark that the action of the Treasury in first deciding upon the terms of the tenders and then inviting—if it has invited, or still intends to invite—the opinion of the Chambers of Commerce and the public, seems unusual.

Of the several conditions of the contract, that which governs all is the rate of speed. The Chamber regards it as most essential that this should be considerably higher than that indicated by the Secretary to the Treasury as the minimum, *i.e.*, 13½ knots, against 12½ knots under the current contract. The new P. and O. vessels have proved to demonstration that they are capable of steaming at an average speed of at least 15 knots an hour, or a knot and a half above the minimum prescribed by the new contract. The Chamber therefore considers that a minimum of at least 15 knots should be secured, for it agrees with the Bombay Chamber in thinking that that rate of speed would not necessitate any increase in the cost of the new service over what is now paid. Furthermore, as stated by the Bombay Chamber, when the new contract commences—about February, 1898—few, if any, of the P. and O. mail steamers will be run at a less speed than 15 knots an hour, while, "as indicating the tendency in this direction, it is noteworthy that the P. and O. Company has not built any passenger and mail steamers of less than 16 knots capacity (except the 15-knot boats the *Peninsular* and *Oriental*, in 1888) since 1886, and latterly has only built vessels capable of steaming 19 knots." With vessels traversing the Atlantic at an average speed of from 18 to 20 knots, to America, and 15 knots to South Africa, it is by no means unreasonable to ask that the Indo-European mails should be carried by vessels with a speed at least as high as that of the African mail steamers.

As regards the term of the contract, this Chamber is also in agreement with the views of the Bombay Chamber as enunciated in para. 7 of its letter to the Postmaster General, Bombay—copy of which is enclosed. If a contract for more than five years be entered into, it is absolutely necessary in the interests of the public that with the increase in the rate of speed of vessels that may be anticipated by developments in marine engineering in the course of years, there should be a proportionate increase in the rate of speed of the contract mail steamers. To meet this want, the proposal of the Bombay Chamber, *i. e.*, a quinquennial increase in the speed, more or less provides. This Chamber is in agreement also with the Bombay Chamber in stating that it would not be expedient to consider making Karachi the Indian Port of arrival and departure.

Another proposal has been made, that the tenure of the contract should be restricted to periods of five years, whereby the public would get the very best up-to-date value for its money, and the system would be likely to lead to the treatment of the Indian mails on lines analogous, if not identical, with those obtaining on the Atlantic service, and if the mails were paid for in proportion to weight, several British Steamship Companies might be prepared to compete for a share of the subsidy, and thus be more evenly matched in their competition with foreign ships. If this latter proposal were adopted, we might anticipate the receipt of English mails twice a week, or even oftener. The prospect is certainly a pleasing one, and the interests of the Indian public would, the Chamber considers, be more adequately subserved by the adoption of some such conditions than by granting a monopoly for the carriage of mails to one line of steamers. The P. and O. Company now enjoys this monopoly, and it has fulfilled the conditions of its contract to the letter; but the time has arrived when those conditions should be altered somewhat in the manner indicated by the latter proposal. However, in the absence of any possibility of the adoption of such conditions, the Chamber favours a quinquennial revision of the contract in the manner suggested by the Bombay Chamber.

There is another subject which the Chamber trusts will receive, as it deserves, your attentive consideration, and that is the frequent detention of the Overland mails for Madras in Bombay. On several occasions recently the mail steamer arrived, or was signalled, before 9 A. M., but the mails for Madras were detained in Bombay until 9-30 P.M., or say for no less than 12 hours—and the detention was sometimes more prolonged than this. The running of a special train when the mail steamer arrives after 9-30 P. M. is a boon which the Madras public fully appreciates, and the Chamber trusts that you will be able to secure for Madras mails treatment similar to that adopted in the case of the Bengal mails. The Chamber does not overlook the extra cost that would be involved, but it maintains that the Madras public is entitled to greater consideration than is now extended to it.

I take this opportunity of thanking you for your courteous letter of the 30th June,—and its enclosures, regarding the irregularity in the mail train service on the North-West line of the Madras Railway. The Chamber notes with satisfaction that the matter will continue to receive your constant attention.

In conclusion, I beg to hand you herewith copy of a letter regarding the Bombay-Burma mail route which this Chamber addressed to the Rangoon Chamber, and to express the hope that the views therein expressed will have your valuable support. This Chamber cannot understand the reasons which have led the Rangoon Chamber to execute so complete a *volte face* as that indicated in its reply to this Chamber's letter—copy of which I also enclose. Be the cause what it may, this Chamber maintains that the proper route for these mails is *via* Madras, and that the regular despatch from Madras of steamers on the arrival of the Overland Mails could easily be arranged.—I have, &c.,

G. L. CHAMBERS, Chairman.

ENCLOSURES.

From the SECRETARY, CHAMBER of COMMERCE, Madras, to the SECRETARY, CHAMBER of COMMERCE, Rangoon, dated the 27th April, 1896 :—

I beg to enclose copy of a letter which this Chamber has addressed to the Government of Madras, advocating the substitution of the Madras for the Calcutta route for the transmission of the Overland Mails to and from Rangoon, as suggested by your Chamber on the 2nd May, 1893.

This Chamber learns that although the Madras Railway has officially offered to run its portion of a weekly express postal service between Bombay and Madras at such a rate as will accomplish the journey in 24 hours, this will not be likely to bring about the transfer of the Burma mails to the Madras route without a strong representation from the Rangoon Chamber of Commerce and the Burma public, as, although a certain representation was made by your Chamber on a previous occasion it was considered not to have been based on any public demand for the diversion. If your Chamber and the Rangoon Press and public make out a strong case, as it can, the Postal Department would, no doubt, rather favour such a change than otherwise.

This Chamber has done what it can to assist in the matter, and it confidently anticipates that every endeavour will be made on your side to secure the accomplishment of so desirable a change of route.

From the SECRETARY, CHAMBER of COMMERCE, Rangoon, to the SECRETARY, CHAMBER of COMMERCE, Madras, dated the 2nd July, 1896 :—

DEAR SIR,—I am desired by the Committee to acknowledge receipt of your letter of 27th April, with copy of letter addressed by your

Chamber to the Government of Madras having reference to the conveyance of the Overland Mails to and from Rangoon via Madras instead of *via* Calcutta, as at present.

The subject of your letter was fully considered at a general meeting of the Chamber which was specially called for the purpose; the arguments for and against the Madras route were carefully criticised, and the Chamber decided, only two members dissenting, as follows:—

"This Chamber, while fully realising that the Madras route offers certain advantages to passengers between Rangoon and Bombay and *vice versa*, is convinced that with an equal rate of railway speed obtaining between Bombay and Calcutta and Bombay and Madras, the Calcutta route is undoubtedly the better medium for the conveyance of the Europe mails to and from Burma, and serving as it does a very much larger tract of country than that via Madras, it also seems the more desirable route in the interests of the great majority of the Indian public."

"The Chamber further considers that the Government of India should be addressed with a view to the adoption of a special accelerated railway service for the conveyance of the mails and passengers between Bombay and Calcutta and *vice versa*, and request the Committee to take steps towards that end in conjunction with the Calcutta Chamber."

The Committee of this Chamber, in recommending on a previous occasion that the Madras route for the mails to and from Europe should be considered, had not before them all the facts which the present enquiry has elicited.

BOMBAY, CHAMBER OF COMMERCE, *20th August* 1896.

The SECRETARY, CHAMBER OF COMMERCE, Madras.

DEAR SIR,—I have the honor to acknowledge the receipt of your letter of the 11th instant, with its accompaniments, and to convey to you the thanks of the Committee of this Chamber for the support you have been good enough to give to their representation to the Postal authorities on the subject of the new contract for the conveyance of the mails between Europe and the East.—I am, &c.,

A. F. BEAUFORT, Chairman.

APPENDIX H.

PROPOSED IMPROVEMENTS IN CONNECTION WITH THE LANDING OF PASSENGERS FROM THE ENGLISH MAIL STEAMERS.

BOMBAY CHAMBER OF COMMERCE, 16*th December* 1896.

I. M. SHIELDS, Esq., Superintendent, P. & O. S. N. Company, Bombay.

DEAR SIR,—I am directed by the Committee of the Chamber to address you respecting the inconvenience and delay recently experienced by passengers in landing from the English mail steamers and obtaining delivery of their baggage.

The Committee are aware that such inconvenience and delay has, since the opening of the Ballard Pier, only been experienced at the disembarkation of the numerous passengers brought by your larger steamers, and also that the causes of complaint do not rest entirely with the arrangements made by your Company, but to a great extent arise from insufficient police control at the Bunder and the inadequate space afforded by the Ballard Pier for the deposit and examination of baggage.

You will no doubt agree, however, that the tendency of the passenger traffic with Europe is to increase and also to gravitate towards the larger and faster steamers, so that the occasions on which the objections complained of are likely to arise will probably, if they are not obviated, be more frequent in the future than they have been in the past.

The Committee understand that arrangements have been made to secure more efficient police control in future, and they have addressed the Trustees of the Port representing the necessity of enlarging the Ballard Pier, but there is one leading cause of confusion which lies entirely in the hands of your company to remove, in the enormous number

of people who are permitted to board the mail steamers immediately on arrival. In the case of the "India" when she last arrived, the Committee have it on the authority of passengers who came out in her that the number of people who were allowed to come on board, consisting of friends of passengers, agents, hotel touts and many who make a practice of boarding the mail steamers out of mere curiosity, was so numerous that passengers were greatly hampered in making their final arrangements for landing, while the transhipment of the baggage was seriously obstructed.

It might possibly be found advantageous and in the interests of passengers themselves if the accredited representatives of certain recognised agency firms were permitted to board the steamer on her arrival, but if this exception, after due consideration, be deemed advisable, the Committee consider it should be the only one, and even then the agents should be required to go on board by your Company's tenders and no other boats or steam launches should be permitted to approach within a considerable radius of the steamer. In the case of the "India," already instanced, the large number of boats and launches caused intense annoyance to passengers by smoke emitted from and the continuous use of the steam whistles of the latter, while they hampered the movements of your Company's launches, and were not without possible source of danger to life from collision.—I am, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, 16*th December* 1896.

The SECRETARY, BOMBAY PORT TRUST.

SIR,—The Committee of the Chamber having had under consideration the inconvenience and delay caused to passengers arriving by the English mail steamers, under existing arrangements, have addressed the Superintendent of the

P. & O. S. N. Company on the subject, and herewith, for the information of the Trustees, I beg to forward a copy of that letter.

2. It will be perceived therefrom that, in the opinion of my Committee, the chief cause of the delay in connection with the landing of passengers and the passing and delivery of their baggage, arises from the inadequate extent of the accommodation at the Ballard Pier. The counter space is so limited that when the baggage of a large number of passengers comes to be dealt with, it is impossible to arrange it in such a manner that it can be quickly identified and examined. Up to perhaps 200 passengers the existing accommodation would doubtless suffice; but the whole tendency of the passenger traffic is towards larger steamers carrying 400 passengers and upwards, and in the not distant future it is highly probable that the greater portion of the European traffic during the busy season will be in steamers of that class.

3. In view of the difficulties and inconveniences which have already arisen, and the probability of their frequent occurrence in the future, my Committee would seek to impress upon the Trustees of the Port the desirability of widening the Ballard Pier to at least double its present width, and they would also suggest the desirability of extending the step accommodation for landing so that two large launches, such as those employed by the P. & O. S. N. Company, could be accommodated at the same time.—I have, &c.,

JOHN MARSHALL, Secretary.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY,
BOMBAY, 21*st December* 1896.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I have to acknowledge your letter of 16th instant on the subject of the arrangements for landing passengers and their baggage on arrival of the large mail steamers from England at this

port. The matter is one that has always caused considerable anxiety to this Company's representatives, and I am now in consultation with the Collector of Customs with a view to devising some system which shall be more satisfactory than the existing arrangements.

The various suggestions of your Committee will be duly considered and given that weight to which they are justly entitled as emanating from so important a body.

Thanking you for the interest shown in this matter,—I am, &c.,

I. M. SHIELDS, Superintendent.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY,
BOMBAY, 31*st December* 1896.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—As promised yesterday, I have the pleasure to hand you copy of a communication from the Collector of Customs giving details of the alterations he proposes to make in the system for clearing passengers' baggage by the inward mail steamers.

The present arrangements for landing and sorting baggage at Ballard Pier remain unaltered by this.—I am, &c.,

I. M. SHIELDS, Superintendent.

BOMBAY CUSTOM HOUSE, 10*th December* 1896.

To the SUPERINTENDENT, P. & O. S. N. COMPANY.

SIR,—Adverting to our conversation of the 7th instant, regarding the present baggage arrangements at the Ballard Pier, the procedure I propose, with your concurrence, to adopt, in future, will be somewhat as follows :—

(1) Blank forms of baggage declaration will be supplied through you to your Agent at Aden, and will be sent by him on board each coming steamer bound for Bombay on its arrival in Aden harbour.

(2) These forms will be carefully distributed under your orders amongst the passengers as soon as the ship leaves Aden, and must be filled up and signed by them before arrival in Bombay harbour.

(3) The declaration so filled up and signed must be handed to the Preventive Inspector who boards the steamer on arrival. This officer will collect all duty due, then and there on board with the assistance of his Preventive staff.

(4) On payment of the duty due the declarations will be handed back to the passengers concerned, and they will present them to the Preventive officer at or near the Customs exit gate on the Ballard Pier when passing out with their baggage.

2. As regards No. 2 the head steward will probably be the best officer for the purpose. But to see that each passenger has filled in the declaration form properly, it will probably be necessary to instruct an officer to explain, collect, and check the declarations, comparing them when complete with the nominal roll of passengers on board. He should also mark on each declaration a number corresponding to the number on the label affixed to each passenger's baggage and arrange the forms in consecutive order.

3. In order that the passengers may understand what is desired, it will be necessary to put up a notice on board each steamer as per accompanying draft, and I would ask you to kindly say how many copies of each notices you will require.

4. The chief object in this proposed change of procedure is to save the time of the passengers in clearing their baggage at the Ballard Pier. Under the new arrangement they will be able to pay duty on anything they may declare dutiable on board the steamer while their baggage is being removed to the shore. So that all they will have to do with the Customs officials after landing will be to show the receipted declaration to the Preventive officer at the Ballard Pier gate, who will ordinarily pass the baggage out, unless he sees reason to direct examination. Of course in the case of steamers conveying only a few passengers, this change in procedure will not accelerate matters much. But in the case of steamers like the "Caledonia" and "India," it is hoped that the proposed change will save much of the passengers' time.

5. It would be well perhaps if the custom of friends boarding your steamers in order to meet friends could be discouraged as much as possible. The presence of a considerable number of non-passengers on board soon after the anchor is let go must necessarily impede the work of the Preventive officers in checking the declarations and collecting the Customs dues.

6. It would also, I think, greatly expedite the sorting of baggage at the Pier if it could be arranged (1) to place all packages bearing the same number as closely together as possible in the lighters, and (2) to discharge them at the Pier in the same order.

Knowing that I can rely on your cordial co-operation in effecting any improvement possible,—I have, &c.,

J. POLLEN, Collector.

CLEARANCE AND LANDING OF BAGGAGE AT BOMBAY.

BOMBAY CUSTOM HOUSE, 12*th December* 1896.

(1).—DECLARATION AND CLEARANCE OF BAGGAGE.

Passengers are informed that blank forms of declaration for the clearance of their baggage through the Custom House at Bombay will be distributed to them by the Head Steward of the steamer, and they are requested, after carefully filling in and signing the forms, to return them to him before the vessel arrives in Bombay harbour.

2. The declaration should include all packages, both cabin and heavy baggage, and both free (*vide* Notice on reverse of form) and dutiable articles. Any articles in the possession of a passenger not included in the list given in the form should be described under the last head in the list.

3. On arrival at Bombay the steamer will be boarded by Customs officers, to whom the declarations will be made over by the Head Steward, and passengers should apply to the Customs officers for their declarations and pay the duty, if any, to them in accordance therewith.

4. These declarations, duly receipted by the Preventive officers in all cases where duty has been paid, or countersigned where no duty is payable, will be returned to the passengers, who should present them to the Preventive officer at or near the Customs exit gate at the Ballard Pier (where their baggage will be ready sorted for them) when passing out with their baggage.

5. All baggage before removal from the Pier will be subject to examination: and as passengers will have ample time before arrival in Bombay to carefully fill in their declarations, they are warned that should any article be found undervalued or omitted in the declaration, the full penalty (*vide* para. 8 of Notice on reverse of form) will be enforced.

6. In the event of any passengers failing to fill in a declaration and pay duty as above, they will probably suffer delay and considerable inconvenience in clearing their baggage on landing, as in all such cases passengers will be required to present their declarations and pay duty, if any, at the Town Custom House, where they will be attended to only between the hours of 10 A.M. and 4 P.M., except on Saturdays, when the Custom House closes at 2 P.M. On Sundays the Custom House is entirely closed.

(2).—LANDING OF BAGGAGE.

7. Cabin baggage will be brought upon deck before arrival to be ready for immediate discharge, and will be landed in advance of the passengers.

8. Passengers are only allowed to retain in their possession such small packages as can be carried in their hands. All other cabin baggage will be landed at the Ballard Pier, where it will be examined for Customs purposes and passed without delay on presentation of declarations as above (paragraph 4).

9. Passengers going on shore in private boats should land at the Ballard Pier.

10. Unclaimed cabin baggage will be removed from the Ballard Pier after 24 hours to the Town Custom House, Custom House Road, Fort.

11. The heavy baggage from the hold will be landed in lighters and conveyed to the Ballard Pier, where on presentation of duly completed declarations as above (paras. 3 and 4) passengers can clear it at once; if not claimed within 6 hours after landing, it will be removed to the Town Custom House.

(3).—TRANSHIPMENT.

12. All baggage for Karachi or other ports should be ready for transhipment immediately on arrival in Bombay and will be allowed to be transhipped under cover of boat notes granted by the Preventive officer on board.

J. POLLEN,
Collector of Land Revenue, Customs and Opium

APPENDIX I.

PROPOSED ESTABLISHMENT OF A GENERAL LIST OF COMMERCIAL CAUSES IN CONNECTION WITH THE HIGH COURT OF JUDICATURE AT BOMBAY.

BOMBAY CHAMBER OF COMMERCE, *24th January* 1896.

The SECRETARY, INCORPORATED LAW SOCIETY, Bombay.

DEAR SIR,—I am directed to forward herewith, for the information of your Society, a copy of the letter addressed by my Committee to the Bombay Government, under date of 19th September 1895, suggesting the desirability of improving the procedure in commercial causes in the High Court of Judicature of Bombay. At the same time I am to ask the favour of being furnished with a copy of the representation which, the Committee understand, has been made in this connection by the Bombay Incorporated Law Society to the Hon'ble the Chief Justice and Judges of H. M.'s High Court.—I am, &c.,

JOHN MARSHALL, Secretary.

BOMBAY, *12th February* 1896

From the HONORARY SECRETARY, BOMBAY INCORPORATED LAW SOCIETY, to JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—I beg to acknowledge the receipt of your letter, dated the 24th ultimo, with the enclosure therein referred to.

I have circulated your letter and its enclosure among the Committee of the Society and am desired to forward to you herewith a copy of the Resolution which was passed on the 3rd October 1895 by the Committee of the Society, a copy of which was forwarded to the Prothonotary of the High Court on the 10th October for the information of the Chief Justice and the Judges of the High Court.

I am further directed to inform you that a Committee has been appointed by the Chief Justice for the purpose of revising the entire Rules of the High Court, and by a letter, dated the 5th December 1895, I was informed by the Prothonotary of the High Court that the abovementioned Resolution would be dealt with by such Committee, which will doubtless be done in due course.

Mr. R. S. Brown, the Chairman of the Committee of this Society, and myself are members of the Committee appointed for the revision of the High Court Rules, and if the Chamber will favor us with any further views they may have upon any special points as to the trial of commercial causes, we shall be happy to consider the same with the view of bringing them to the notice of the Committee.—Yours, &c.,

VERNON B. F. BAYLEY, Honorary Secretary.

RESOLUTION REFERRED TO.

The Committee of the Law Society have had under consideration from time to time the subject of the real or supposed impediments, which the existing practice and procedure on the Original Side of the High Court impose on the disposal of commercial cases with the despatch and economy which the public consider might by suitable alterations in such practice and procedure be attained. The Committee consider that the recent establishment in London of a commercial court and the adoption on 5th August 1895 of Special Rules by the Calcutta High Court for the better disposal of commercial cases gives a suitable occasion to reopen this matter.

The Committee are satisfied that there exists in the minds of mercantile houses, especially the European ones in Bombay, a strong disinclination to seek to enforce their legal claims by actions frequently resulting in many claims being abandoned or compromised for comparatively small sums, and while aware that legal proceedings necessarily entail trouble and expense believe that the existing practice needs amendment.

Expressed in short it is the knowledge that according to present practice any suit, however simple, in which the defendant can supply the funds requisite to file a written statement setting up a defence, however false or shadowy, and to move for a transfer will be transferred to the list of long causes that acts as a deterrent on actions being filed and prosecuted, such a transfer involving :—

(1) A postponement of the trial for a period which in some states of the Boards may be considerable.

(2) The opportunity it gives to the defendant to prolong the case and wear out the plaintiff by obtaining discovery which is often perfectly useless.

(3) The employment of 2 counsel at the hearing.

With regard to the 1st and 3rd points, the Committee are strongly of opinion that while it may be desirable to maintain the existing practice of hearing once a week short causes (which would, however, be more properly designated as "undefended cases") there ought to be a special list for commercial cases in which one counsel only need be briefed, and that with regard to the 2nd point no order for discovery should be made *ex parte* in cases other than on the general list.

Under the present practice the defendant obtains *ex parte* an order for discovery from *all* the plaintiffs some of whom in the case of European firms are almost invariably out of India which entails a delay of 2 months or so and much trouble and expense, and there seems no reason why a rule of practice should not obtain that no order for discovery should be made against parties out of the jurisdiction *ex parte* nor as between co-defendants except on good cause shown. The Committee consequently venture to suggest that the attention of their Lordships, the Chief Justice, and other Judges of the High Court may be drawn to this representation, with the view of their Lordships taking into their consideration the advisability of rules being framed for the more satisfactory disposal of commercial cases. As in time past suggestions for similar reforms have not unfrequently, as the Committee believe, been met by the answer that suitors are themselves to blame for delay and expense owing to their insisting on availing themselves of the luxury of the services of the leading counsel in simple cases, the Committee believe that it will make their position clearer if they admit at once that there is much truth in such a reply, but that nevertheless that is no reason why reforms should not be introduced of which litigants who are better advised may avail themselves.

If the reforms now advocated were to lead to a more equal distribution of business among the members of the Bar, the public and the administration of the Court would be benefited.

BOMBAY CHAMBER OF COMMERCE, *29th June* 1896.

VERNON B. F. BAYLEY, Esq.,

AND

R. S. BROWN, Esq.

DEAR SIRS,—By direction of the Committee of the Chamber I had the honour, on 24th January 1896, of addressing the Honorary Secretary of the Bombay Incorporated Law Society handing him copy of a letter, dated 19th September 1895, which the Chairman of the Chamber had written to the Chief Secretary to the Goverment of Bombay in the Judicial Department regarding the desirability of improving the procedure in commercial causes in the High Court of Judicature of Bombay. Under date of 12th February 1896 the Honorary Secretary of the Bombay Incorporated Law Society was good enough to reply to that communication giving a copy of a resolution which had been passed by the Committee of the Society on the subject on 3rd October 1895, and intimating at the same time that a Committee had been appointed by the Chief Justice for the purpose of revising the entire rules of the High Court, that you were members of that Committee and would be happy to consider, with a view to bringing to its notice, any special points the Chamber might wish to urge regarding the trial of commercial causes.

2. As the discussion of the question demanded an intimate acquaintance with, and a full appreciation of the rules of practice in Court and other legal technicalities necessarily foreign to the members of the Committee of the Chamber, they deemed it necessary to submit its considera-

tion to a Special Sub-Committee consisting of the Chairman, and Deputy-Chairman and several of the legal members of the Chamber.

3. With the conclusions arrived at by the Special Sub-Committee the Committee of the Chamber are in full accord, and I am accordingly directed to inform you that they cordially support the representations of the Committee of the Bombay Incorporated Law Society as set forth in their resolution of 3rd October 1895, and more particularly as to the advisability of only one counsel being briefed in cases set apart to be tried under the Special Commercial Causes List.

4. In the Chamber's letter to Government, dated 19th September 1895, the Committee specified the following as the suits which should be tried under the special rules and provisions for commercial causes, *viz.* :—

> Suits in which the claim arises out of the ordinary transactions of merchants and traders,—amongst others, those relating to the construction of mercantile documents, exports or imports of merchandise, affreightment, insurance, banking and mercantile agency and mercantile usage.

To this the Committee of the Chamber would now recommend there should be added

> "all cases of damage arising from collisions at sea."

5. The Chamber would also advocate steps being taken towards the suppression of the enormous waste of money which now prevails in the costs of interlocutory proceedings and especially the costs of summons in chambers.

6. Under the existing practice and rules of Court the Committee of the Chamber are informed that it is a recog-

nised and regular custom for senior counsel to appear in chambers with large briefs of affidavits, frequently as large or larger than the briefs on the hearing, and marked with heavy fees, for the purpose of arguing small matters of commission, inspection, and so on which in England are, usually, argued by junior solicitors' clerks, and that in such cases judges "certify for counsel" which on taxation carries a fee in accordance with the size of the brief.

7. A remedy to this, the Committee of the Chamber believe, would be found in the passing of a stricter rule of Court, following closely the English practice that counsel should not be certified for unless the judge is of opinion that the summons is one of sufficient difficulty or importance, or raises a substantial question of law, and that the ordinary "counsel certified" should not carry a larger counsel's fee than 2 gold mohurs. Should the judge find that the matter involved exceptional difficulty or importance, he might have powers to adjourn it into Court in which case only should a larger discretionary counsel's fee be allowed on taxation.

8. My Committee are aware this is a reform which is undoubtedly applicable to all suits; but they have every reason to believe that it would be specially beneficial to commercial litigants and more particularly to the class of which the Chamber consists. To them essentially time is money and the net financial result, after making due allowance for that factor, more important than the persistent pursuit of their legal rights. Where their own honour and reputation for straightforward dealing is not called in question therefore, it is unquestionably the case that merchants agree to accept unfair compromises and inequitable

settlements rather than submit to the great delay and expense attendant on the present procedure of the Court.—I am, &c.,

JOHN MARSHALL, Secretary.

BOMBAY, 9*th July* 1896.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—I have to acknowledge with thanks the receipt of your letter addressed to Mr. Vernon B. F. Bayley (who is now in Europe) and myself, of the 29th ultimo, and to infrom you that when that letter reached me the revision of the High Court Rules by the Committee appointed by the Honorable the Chief Justice had approached completion.

In the course of that revision suggetions on the lines indicated in your letter have been made to and pressed on the Committee, and such of them as were approved of by the majority have been adopted.

I may add that with the contentions mentioned in our letter I personally entirely agree.—I remain, &c.,

R. S. BROWN.

BOMBAY CHAMBER OF COMMERCE, 20*th July* 1896.

J. W. ORR, Esq., M.A., Prothonotary and Registrar, High Court, Bombay.

SIR,—I have the honour, by direction of the Committee of the Chamber of Commerce, to wait upon you with copy of a letter which they addressed to Messrs. Vernon B. F. Bayley and R.S. Brown, as members of a Committee appointed by the Honorable the Chief Justice for the purpose of revising the rules of procedure of the High Court, as also copy of a reply received from Mr. Brown thereto.

2. It would appear that from some unavoidable delay in submitting the views of the Chamber to these gentlemen,

their representations had already either been submitted, or prepared for submission, before the Chamber's letter reached them. The Committee therefore have requested me to submit these copies of correspondence to you for the favour of their being laid before the Honorable the Chief Justice and Judges of the High Court with a view to laying before them the views of the Chamber in regard to procedure more immediately connected with commercial causes.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 267 OF 1896.

BOMBAY, *4th September* 1896.

From the ACTING PROTHONOTARY and REGISTRAR, H. M.'s High Court, Bombay, to the SECRETARY of the CHAMBER of COMMERCE, Bombay.

SIR,—I have the honor, by direction of the Honorable the Chief Justice and Judges, to reply to your letter of the 20th July 1896, and to inform you that the same has been laid before the Committee at present engaged in revising the Rules of the High Court from whom your proposals will receive attentive consideration.

I am at the same time to point out that it is not intended to place in the newly devised list of "Commercial Causes," only light or unimportant cases, but that cases of length, difficulty and importance may find their way into it, such as no counsel of any standing could possibly undertake single-handed, and that a general rule allowing only one counsel in commercial causes might cause serious loss to the successful party in many instances.

I am also to point out that the Committee of the Chamber is under a misapprehension as to the fees marked or allowed to counsel holding briefs in chambers. The fee allowed on such briefs on taxation is three gold-mohurs only whether senior or junior counsel are engaged. The whole matter will, however, be considered.—I have, &c.,

L. N. BANAJI,
Acting Prothonotary and Registrar.

BOMBAY CHAMBER OF COMMERCE, 11*th September* 1896.

The ACTING PROTHONOTARY and REGISTRAR, High Court, Bombay.

SIR,—I have the honor to acknowledge the receipt of your letter No. 267 of the 4th instant, and to ask you to be good enough to convey to the Hon'ble the Chief Justice and Judges of the High Court the thanks of the Committee of the Chamber of Commerce for having laid their representation respecting the proposed establishment of a General List of Commercial Causes, before the Committee at present engaged in revising the Rules of the High Court.—I have, &c.,

A. F. BEAUFORT, Chairman.

APPENDIX J.

ATTENDANCE OF SPECIAL JURORS AT THE CRIMINAL SESSIONS COURT.

BOMBAY CHAMBER OF COMMERCE, 16*th April* 1896.

M. H. STARLING, Esq., M.A., Clerk of the Crown, High Court, Bombay.

SIR,—The attention of the Committee of the Chamber of Commerce has been drawn to one or two points in connection with the present Sessions in which it is represented some inconvenience has arisen to members of the Special Jury which, it is considered, might with other arrangements, have been avoidable.

2. On the first day of the Sessions—Friday, the 10th instant—the Special Jurors were required to attend at 10 a.m., and after some delay in Court were informed that their services would not be required until the following Monday. As it so happened the English mail arrived on that morning, and to the greater number of mercantile members of the Jury absence from office was exceedingly inconvenient, and the Committee of the Chamber would respectfully point out that this inconvenience might have been avoided, without detriment to the work of the Court, by a notice being inserted in the daily papers that the attendance of Special Jurors would not be required until Monday. Again on Monday, the 13th instant, the Special Jurors were summoned to appear at 11 a.m., but as a Common Jury case was still unfinished, they would, but for a representation which they submitted to the Judge, have been kept in Court until well on in the afternoon without their services actually being required. In this case it appears to the Committee that it might have been possible to empannel the Special Jury for the next case, at 11 a.m.,

when their attendance was required, allowing them to leave the Court for the forenoon and return when the case, on which they had been empannelled, was actually coming on for hearing, and so also permitting the Jurors who were not actually empannelled to entirely absent themselves from the Court during the rest of the day.

3. The Committee of the Chamber have no doubt that there are possibly reasons, of which they are ignorant, which necessitate Special Jurors being summoned under the circumstances mentioned; but they take the liberty of bringing these points to your notice with the belief that if you can see your way to preventing inconvenience to Special Jurors in such and similar cases you will do your best, consistent with the requirements of the Sessions, to prevent their recurrence.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 38 OF 1896.

BOMBAY, 18*th April* 1896.

From the CLERK of the CROWN, Bombay, to the SECRETARY, the CHAMBER of COMMERCE.

SIR,—I have the honour to acknowledge your letter of 16th April which I have laid before the Honourable the Chief Justice who will take into consideration the feasibility of the suggestion contained in the first part thereof.

With regard to the second complaint, every endeavour is made by the Court to cause as little inconvenience to jurors, both Special and Common, as possible. It is, however, impossible to prevent inconvenience on all occasions. On Monday last a Common Jury case had to be finished before the Special Jury case was called on; and it would have been a serious interruption to business to have stayed the case then at hearing in order to take the pleas of prisoners and to call the Special Jury in the next case.—I have, &c.,

M. H. STARLING, Clerk of the Crown.

APPENDIX K.

BILL TO AMEND THE NEGOTIABLE INSTRUMENTS ACT, 1881.

No. 631 of 1896.

FINANCIAL DEPARTMENT,

BOMBAY CASTLE, 15*th February* 1896.

From G. S. CURTIS, Esq., I. C. S., Under-Secretary to Government, to the SECRETARY to the CHAMBER OF COMMERCE, Bombay.

SIR,—I am directed to forward a copy of the Bill to amend the Negotiable Instruments Act, 1881, with a statement of Objects and Reasons, and to request that you will be so good as to favour Government with the opinion of the Chamber of Commerce, Bombay, on the provisions of the Bill by the 24th instant at the latest.—I have, &c.

G. S. CURTIS, Under-Secretary to Government.

STATEMENT OF OBJECTS AND REASONS.

Under section 84 of the Negotiable Instruments Act (XXVI of 1881), when a cheque is not presented for payment within a reasonable time to the banker on whom it is drawn, and the drawer sustains loss or damage through the delay, the holder has no claim in respect of the cheque against the drawer, nor does the Act enable him to recover over as a creditor of the banker's estate. The object of this Bill is to assimilate the law of this country to the provisions of section 74 of the English Bills of Exchange Act, 1881 (45 & 46 Vict., cap. 61), by limiting the extent of the discharge of the drawer in such cases to the amount due on the cheque: provided that it does not exceed the balance which would have been available in the bank to meet it had it been presented in proper time, and by enabling the holder to prove against the estate of the banker for the sum he is precluded from recovering from the drawer. The opportunity has also been taken to afford similar protection to intermediate indorsers against loss or damage caused by delay in presentment on the part of their indorsees.

6th February, 1896. ALEX. EDW. MILLER.

A BILL TO AMEND THE NEGOTIABLE INSTRUMENTS ACT, 1881.

Whereas it is expedient to amend the Negotiable Instruments Act, 1881 : It is hereby enacted as follows :—

Substitution of new section for secton 72, Act XXVI of 1881.

1. For section 72 of the said Act the following section shall be substituted, namely :—

"72. (1) A cheque must be presented for payment at the bank upon which it is drawn—

(*a*) in order to charge the drawer within a reasonable time after its date or delivery to the payee or before the relation between the drawer and the banker has been altered to the prejudice of the drawer, whichever of these periods shall last expire ;

(*b*) in order to charge any person except the drawer within a reasonable time after its delivery by such person."

Repeal of section 73, Act XXVI of 1881.

2. Section 73 of the said Act is hereby repealed.

Substitution of new section for section 84, Act XXVI of 1881.

3. For section 84 of the said Act the following section shall be substituted namely :—

"84 (1) When the holder of a cheque fails to present it for payment within a reasonable time after its delivery to him, and the drawer or the person on whose account it is drawn had, at the time when it ought to have been presented in due course, a right as between him and the banker to have the cheque paid, and suffers actual damage from the delay in such presentment, he is thereby discharged from liability to the holder to the extent of such damage, that is to say, to the extent to which he is a creditor of the banker to a larger amount than he would have been had the cheque been paid.

When cheque not duly presented and drawer damaged thereby.

(2) When the holder of a cheque in respect whereof the drawer has been wholly or partially released from liability under sub-section (1) is an indorsee thereof for valuable consideration, his indorser and all prior indorsers thereof are thereby, in the absence of any contract to the contrary, released from liability to him in respect of such consideration to the extent to which the drawer has been so released from liability as aforesaid.

(3) The holder of a cheque in respect whereof the drawer is released from liability under sub-section (1) shall, to the extent of such release, be a creditor, in lieu of the drawer, of the banker on whom the cheque is drawn, and shall be entitled to recover the amount from him."

BOMBAY CHAMBER OF COMMERCE, *5th March* 1896.

The SECRETARY to GOVERNMENT, Financial Department, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 631 of the 15th ultimo, covering copy of a Bill to amend the Negotiable Instruments Act of 1881, on which the Government desires the opinion of this Chamber.

Having carefully considered the provisions of the proposed measure, in consultation with the banking members of the Chamber, I am directed by the Committee to say that while they do not see anything to object to in the Bill as it stands, they consider it defective as regards Section 84 (i) in that it will be impossible for the payee bank to discover from the cheque whether the holder fails to present it for payment within a resonable time after its delivery to him. If a provision could be inserted to meet this objection the Bill would, in the opinion of the Committee, be much more desirable from a mercantile point of view, but they would also suggest that a still more important and desirable addition to the law would be to give effect to the recommendations contained in the petition from the Exchange Banks of Bombay, addressed to the Government of India in 1891.—I have, &c.,

JOHN MARSHALL, Secretary.

BOMBAY, 1891.

Letter from the EXCHANGE BANKS of BOMBAY to the SECRETARY, the GOVERNMENT of INDIA, Legislative Department.

SIR,—We have the honor to address you on the subject of the Negotiable Instruments Act, 1881.

A case recently tried in the Small Causes Court, Bombay, has revealed (*a*) that the protection afforded to Banks in the matter of payment of Bills of Exchange drawn payable on demand is, in at least one important respect, very insufficient ; (*b*) that it is not co-extensive with the protection given to Banks in England in similar cases ; and (*c*) that it is not such as we venture to think it was the intention of the framers of the Act to extend to Banks.

The case above referred to was the case of Sulliman Hassan *vs.* The New Oriental Bank Corporation, Limited, and the facts were as follows :—

The Mauritius Branch of the New Oriental Bank drew a bill on their Bombay Branch, payble on demand to the order of the Plaintiff, and sold the same to a purchaser in Mauritius. The bill, in course of transmission to the Plaintiff, was stolen and was presented for payment at the Bombay Branch of the Bank with a forged endorsement upon it purporting to be that of the Plaintiff, and was paid.

When the Plaintiff discovered the forgery and subsequent payment, he demanded payment of the bill from the Bombay Branch of the Bank, which was refused, and the Plaintiff then sued the Bank in Bombay.

The Bank pleaded discharge under section 85 of the Negotiable Instruments Act, but the Chief Judge of the Small Causes Court held that the Bank were sued as drawers as well as drawees, that they were only discharged as drawees and not as drawers under section 85, and passed a decree against them. At the request, however, of the Bank, a case was referred to the High Court for their opinion.

It is unnecessary to refer further to the decision of the Chief Judge of the Small Causes Court as no serious attempt was made to sustain it on the grounds on which the decision was based.

The High Court, however, sustained that judgment upon grounds altogether different from those which had influenced the Small Causes Court in its decision. The High Court held that the bill in question, having been drawn by the New Oriental Bank upon itself might be treated by the Plaintiff under section 17 of the Negotiable Instruments Act, at his election, either as a promissory note or as a bill of exchange ; that section 85 did not apply to promissory notes and that, therefore, the Bank were not discharged either under section 85 or any other section of the Act.

The Bank applied to the High Court to review this decision on the ground that the point on which they had decided the case had never been raised at any time and consequently had never been argued. The High Court granted a review and in argument the Bank contended (*a*) that the Plaintiff had already made his election in the Small Causes Court to treat the bill as a bill of exchange and that he could not therefore now treat it as a promissory note, and (*b*) that if the bill were treated as a promissory note, then under section 134 the law of Mauritius, where the bill was drawn, was the law applicable to the case. That the law of Mauritius in commercial matters was the French law, and that under French law the Bank, whether as drawees of the bill, if the bill were treated as a bill, or as makers of the note, if it were treated as a note, were equally in either case discharged.

The High Court finally determined the case in favour of the Bank on its first contention, delivering no decision on the second contention.

Although the result of the case was thus finally favourable to the Bank, that result was due not so much to the security of the protection afforded to them by the Act, as to their good fortune with respect to the course which the Plaintiff pursued in his action in the Small Causes Court.

In consequence of this decision it appears that under the existing law a Bank has no protection whatever against a forged endorsement in the case of a bill of exchange payable to order on demand if the bill be drawn by one of its branches upon another of its branches ; because, if a Bank should in good faith pay such a bill on the strength of an endorsement which afterwards turned out to be forged, the true owner, who alone fulfils the terms of the definition of the " holder " contained in section 8 of the bill, might afterwards elect to treat the bill as a promissory note, and in such case a plea of discharge under section 85 by " payment in due course " would not constitute a good defence to his action.

Except section 85, there is no other section in the Act, under which a Bank could, in the circumstances stated, claim to be discharged.

That this is so will be perceived on perusal of section 82 which codifies the law as to discharge by payment, section 15 which defines " indorsement," and section 8 which defines " holder."

The class of bills referred to, *viz.* bills payable to order on demand and drawn by one branch of a Bank on another branch of the same Bank, is very extensively used by customers of Banks in India and of

their branches in other countries for purposes of remittance from one place in India to another, and also for remittance from other countries to India.

Protection is afforded in similar cases to Bankers in England under section 60 of the Bills of Exchange Act, 1882, (45 & 46 Vict. cap. 61) which runs as follows :—

"When a bill payable to order on demand is drawn on a banker, and the banker on whom it is drawn pays the bill in good faith and in the ordinary course of business, it is not incumbent on the banker to show that the indorsements of the payee or any subsequent indorsement was made by or under the authority of the person whose indorsement it purports to be, and the banker is deemed to have paid the bill in due course, although such indorsement has been forged or made without authority."

And that section is made applicable as well to promissory notes as to bills of exchange (*vide* part IV of that Act, and particularly section 89).

It is respectfully submitted that it could not have been the intention of the Indian legislature to nullify, in the class of cases similar to the one cited, the protection which would otherwise be afforded to Banks in the matter of payment on forged indorsements. Such nevertheless must be the result of the decision in the case cited, owing to the joint operation of section 17 of the Act and of the sections relating to promissory notes; and that result must, we respectfully submit, be attributed to an oversight which necessitates an immediate amendment of the Act.

We submit that we have above satisfactorily shewn that the Act requires an amendment in one important respect which would bring it into conformity with the law of England on that particular point; and such being the case, we desire to utilise this occasion by drawing the attention of Government to a larger question, *viz.*, whether it is not desirable that the entire Act should be redrafted so as to be brought into conformity with the English law in every respect in which it is possible to do so without infringing local usages relating to instruments in oriental languages.

We venture to think that this is a desirable reform for the following, amongst other, reasons :—

The law of India as laid down in the Negotiable Instruments Act was a simple reproduction in a statutory form of the English law on

the same subject as it existed at the time of the passing of the Act with some few modifications (*vide* page XIII of Introduction to "Chalmers on the Negotiable Instruments Act").

Since the passing of the Indian Act the law of England has been codified by the Bills of Exchange Act, 1882, above referred to.

The English code is a distinct improvement on the Indian one.

The material differences between the two, so far as the law enacted is concerned, are not numerous, and there seems no good reason why there should be any difference at all save, perhaps, such slight reservations and modifications as may be necessary to preserve local usages relating to *hoondies* in oriental languages.

The two countries form parts of the same empire; the transactions governed by the two codes are precisely similar in character in the two countries; those transactions have for their object precisely similar ends; the general principles of law upon which the two codes are founded are identical; a large proportion of the persons engaged in the transactions governed by the two codes are constantly changing their residence, being sometimes in the one country and sometimes in the other, while still carrying on their trade; many of the Judges, who preside in the courts in India which have jurisdiction in matters arising under the Indian code, are drawn from the ranks of Barristers who have received their legal training and acquired their legal experience in the courts of England where the English code prevails; the courts in India in dealing with questions governed by the Indian code recognise and frequently follow the decisions of the courts in England relating to cases governed by the English code; the last appeal from the courts in India lies to a tribunal in England, which is constituted in large measure of Judges whose whole training has been in England; and finally the law which is codified in the two codes is, with only slight (if any) modifications, intended to be identical.

Under all these circumstances, is it not at least a legislative inconvenience, if not a legislative absurdity, that at one and the same time two codes should be suffered to co-exist wherein the definitions, the language and the whole scheme of arrangement differ to such an extent that there is scarcely any resemblance between them.

The inevitable result of such differences at present is to cause inconvenience, and in the future, as decisions multiply and from time to time amendments of the law become necessary, the further inevitable result must be to widen the differences and indefinitely to increase complication.

It is respectfully suggested that the present inconvenience and the future evils anticipated may be averted by at once repealing the Indian code and adopting the English one.

The only argument which can reasonably be put forward against this proposition, so far as we can see, would be that the Indian code regarded as a declaration of the law, which both codes are intended to declare, is in point of form, language and completeness or in other important points superior to the English one.

An examination, however, of the two codes leads to an exactly opposite conclusion.

In point of form, scheme of arrangement, clearness and perspicuity of language, and exhaustiveness and completeness of detail, the English code is greatly the superior of the Indian one.

It would be useless, as well as tedious, in support of this proposition, to attempt to give an exhaustive catalogue of the differences between the two codes or to attempt to refer in detail to the many respects in which the one is the superior of the other ; nor is that the object of our present representation.

We will merely endeavour to show that the question of the superiority of the English code over the Indian one is a question worthy of immediate examination, and for that purpose it will be sufficient to draw attention, by way of illustration and example, to that portion of the English code which deals with " presentment for acceptance," " presentment for payment," " dishonour " and " notice of dishonour " of bills.

The sections of the English code governing these points are conveniently collected under the single heading " general duties of the holder." The rules regarding " presentment for acceptance " are collected together and separately codified, and the same system is pursued with the rules as to " presentment for payment," thereby presenting a clear, concise, comprehensive and easily comprehensible view of the law ; whereas in the Indian Code the corresponding rules are set forth in an indeterminate fashion, a single section sometimes codifying a rule only as to " presentment for acceptance," sometimes a rule only as to " presentment for payment," and sometimes a rule which governs both " presentment for acceptance " and also " presentment for payment."

There can, we submit, be no comparison between the relative convenience of these two modes of codification.

Under the one, the law can be ascertained with rapidity and ease, under the other only with a comparative expenditure of time and trouble.

The Indian code is also wanting both in precision of language and comprehensiveness and exhaustiveness of treatment in connection with the points with which we are now dealing, in proof of which we may draw attention to section 49 of the English code relating to "notice of dishonour." The law relating to "notice of dishonour" is dealt with in that section very exhaustively and far more so than in the Indian code which contains no sections corresponding to sub-sections (2), (3), (5), (6), (7), (11), (13) and (14) of the abovementioned section 49 of the English code.

Many other points in which the English code is similarly superior to the Indian one might be cited, but those already mentioned are, we think, sufficient for our present purpose.

We have, therefore, the honor respectfully to submit that the Negotiable Instruments Act requires immediate amendment in order to give the same protection to Banks and Bankers in the matter of payment on forged endorsements on bills of exchange payable to order on demand and drawn by one branch of a Bank upon another branch of the same Bank, which is afforded to them in similar cases when the bill is not drawn by a Bank upon itself, and we have also the honor respectfully to suggest that, when considering the question of the suggested amendment, the Government should also take into consideration the larger question whether it is not expedient to repeal the Negotiable Instruments Act now in force and to enact in lieu thereof a code identical with the English code, retaining, if Government should be of opinion th atit is desirable to retain them, only such modifications as may be necessary to preserve local usages and customs.

If the larger suggestion which we have submitted is one which, in the opinion of Government, is worthy of consideration, but cannot be adopted without such mature examination as will necessarily postpone the final disposal of it for some considerable time, we have the honor respectfully to urge upon Government the pressing necessity, in the interest of all Banks and Bankers, of dealing immediately with the minor suggestion we have ventured to submit.

APPENDIX L.

PROPOSED AMENDMENT OF THE LAW IN RESPECT OF THE SALE AND POSSESSION OF POISONS IN THE BOMBAY PRESIDENCY.

No. 4579 OF 1896.

JUDICIAL DEPARTMENT,
BOMBAY CASTLE, 2*nd July* 1896.

From Sir E. CHARLES K. OLLIVANT, K.C.I.E., Acting Chief Secretary to Government, Bombay, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith a copy of a draft Bill to amend the law regulating and restricting the sale of poisons in the Bombay Presidency, together with a Statement of Objects and Reasons, and to request that you will be so good as to move the Chamber of Commerce, Bombay, to favour Government with their opinion on the provisions of the Bill.

2. I am to state that it will be convenient if the opinion of the Chamber reaches Government before the 15th August next.—I have, &c.,

M. W. HAYWARD,
For Acting Chief Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, 20*th July* 1896.

The ACTING CHIEF SECRETARY to GOVERNMENT, Political Department, Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter No. 4579 of the 2nd instant, forwarding copy of a draft Bill to amend the law regulating and restricting the sale of poisons in the Bombay Presidency, and asking for the opinion of the Chamber thereon.

The Bill having been duly considered by the Committee, I am directed to say that they have no criticism to offer respecting the proposed measure.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX M.

RULES UNDER THE PILGRIM SHIPS ACT, 1895.

No. 658 OF 1896.

GENERAL DEPARTMENT,

BOMBAY CASTLE, 11*th February* 1896.

From J. DE C. ATKINS, Esq., I.C.S., Junior Secretary to the Government of Bombay, to the SECRETARY to the GOVERNMENT of INDIA, Home Department, Calcutta.

SIR,—I am directed to acknowledge the receipt of your letter No. 309, dated 23rd October 1895, forwarding copy of the revised rules proposed to be issued under the Pilgrim Ships Act, 1895, and requesting to be furnished with the opinion of this Government thereon after consulting such officers, private individuals and public bodies as might be considered desirable.

2. In reply I am directed to forward herewith copies of the papers* noted in the margin and to offer the following remarks.

* Letter from the Commissioner of Police, Bombay, No. 8457—21, dated 26th November 1895.

Letter from Mr. R.M. Sayani, dated 3rd December 1895.

Letter from Mr. Haji Kasam Jusab, dated 4th December 1895, and accompaniment.

Letter from the Health Officer of the Port of Bombay, No. 500, dated 2nd December 1895, and accompaniment.

Letter from the Sanitary Commissioner for the Government of Bombay, No. B.—3438, dated 10th December 1895.

Letter from Mr. B. S. Shroff, Chief Medical Officer, Bombay and Persia Steam Navigation Company, Limited, dated 17th December 1895, and accompaniments, to the address of the Government of India, together with the original letter and accompaniments.

Letter from the Agent, Bombay and Persia Steam Navigation Company, Limited, dated—December 1895, and accompaniment.

Letter from the Secretary, Chamber of Commerce, Bombay, dated 19th December 1895.

Letter from the Commissioner of Customs, Salt, Opium and Abkari, No. 6195, dated 19th December 1895.

Letter from the Collector of Land Revenue, Customs and Opium, Bombay, No. C—18321, dated 17th December 1895.

Letter from the Port Surgeon, Aden, No. 54, dated 17th December 1895.

Memorandum from the Political Resident, Aden, No. 430, dated 23rd December 1895.

Letter from the Honorary Secretaries, Anjuman-i-Islam, Bombay, No. 114, dated 9th January 1896.

Memorandum from the Collector of Karachi, No. 8, dated 2nd January 1896.

Memorandum from the Commissioner in Sind, No. 34, dated 7th January 1896.

Letter from Kazi Mahomed Saleh, Kazi of Bombay, dated 11th January 1896.

Letter from the Chamber of Commerce, Karachi, No. 14, dated 15th January 1896, and accompaniment in original.

3. PARAGRAPH 3 OF THE LETTER FROM THE GOVERNMENT OF INDIA.—I am to invite attention to the opinions as regards this point expressed by the Commissioner of Police, Bombay, the Health Officer of the Port of Bombay, the Agent, Bombay and Persia Steam Navigation Company, Limited, the Collector of Land Revenue, Customs and Opium, Bombay, the Port Surgeon, Aden, and the Anjuman-i-Islam, Bombay, and to state that His Excellency the Governor in Council concurs in the opinion that, if provision is made to boil the water before it is served out, filters will not be required.

4. NOTIFICATION I.—I am to bring to the notice of the Government of India for their consideration the remarks made by the Health Officer of the Port of Bombay and the Collector of Land Revenue, Customs and Opium, Bombay, regarding this notification.

NOTIFICATION III.

5. RULE 3.—I am to commend for the considertion of the Government of India the suggestion made by the Collector of Land Revenue, Customs and Opium, Bombay, that after the words "500 tons" the words, "or which is not capable of steaming at least nine knots an hour in fair weather and six knots in foul, which for the purposes of this rule is the period between May 20th and September 20th in any year," should be inserted.

6. RULES 5, 70 AND 80.—As pointed out by the Port Surgeon, Aden, and the Collector of Land Revenue, Customs and Opium, Bombay, the figure 59 in the last line of Rule 5 should be 58.

I am to invite the attention of the Government of India to the observations of the Health Officer of the Port of Bombay, the Sanitary Commissioner for the Government of Bombay and the Collector of Land Revenue, Customs and Opium, Bombay, regarding the medical officer referred to in Rules 5, 70 and 80. The Governor in Council, while admitting the necessity of accepting foreign diplomas, would urge the need of granting licenses as under the rules now in force, the Surgeon General at Bombay and the British Consul at Jedda being the two licensing authorities.

7. RULE 6.—As regards this rule, I am to say that the Governor in Council supports the proposal of the Bombay Chamber of Commerce and the Collector of Land Revenue, Customs and Opium, Bombay, that the boats and equipments referred to should be in accordance with the English Merchant Shipping Act of 1894, Appendix 9. The Appendix referred to contains the Board of Trade rules headed "Merchant Shipping (Life Saving Appliances)", which were issued in May 1894.

8. RULE 7.—The Governor in Council approves of Mr. Campbell's suggestion that Board of Trade requirements should be substituted for Lloyd's in this rule.

9. RULE 8.—I am to express approval of the suggestions made in the reports submitted herewith regarding this rule, *viz.*, that the record of deviation under clause (*a*) should extend to wooden as well as iron vessels; that more than two chronometers are not required as

proposed in clause (*c*) ; and that it is unnecessary to insist upon the provision of Lord Kelvin's patent sounding machine referred to in clause (*d*).

10. RULE 9.—I am to invite attention to the remarks regarding this rule made by the Agent, Bombay and Persia Steam Navigation Company, Limited, and the Collector of Land Revenue, Customs and Opium, Bombay.

11. RULE 14.—I am to commend to the consideration of the Government of India the suggestion made by the Collector of Land Revenue, Customs and Opium, Bombay, that a life belt should be provided for every person on board.

12. RULE 15.—As pointed out by Mr. Campbell, the word "bucket" in this rule should read "becket."

13. RULES 17 AND 18.—In view of the consensus of opinion against sleeping platforms expressed in the reports received, His Excellency the Governor in Council is unable to approve of their erection as proposed in these rules.

The Port Surgeon, Aden, states that under Rule 17 provision might be made for keeping a passage clear on each side of the between decks to facilitate the daily inspection of the pilgrims by the medical officers, and adds that at Aden considerable difficulty is experienced in inspecting ships through the want of such a passage. In bringing these remarks to the notice of the Government of India, I am to observe that it is not clear how such a rule could be enforced.

14. RULE 19.—Adverting to the opinions expressed regarding the ventilation area provided by this rule, I am to observe that the Governor in Council inclines to the views of the Bombay Chamber of Commerce on the subject, but would invite attention to the diversity of opinion prevailing.

15. 24.—I am to solicit attention to the remark made by the Agent of the Bombay and Persia Steam Navigation Company that in all the steamers of his company the derrick boom is lowered and used to spread the tarpaulins, and that when such an arrangement exists, a shaped frame as proposed in this rule is not necessary.

16. RULE 26.—I am to bring to the notice of the Government of India the suggestion of the Collector of Land Revenue, Customs and Opium, Bombay, that the words "of a convenient height" should be substituted for the words "about a foot high."

17. RULE 28.—With reference to this rule, I am to point out that, as stated by the Agent, Bombay and Persia Steam Navigation Company, it is customary and convenient to hang the life-belts on battens fixed for the purpose.

I am to commend for the consideration of the Government of India the suggestion of the Port Surgeon, Aden, that it would be well to distinctly lay down that the erection of *purdahs* between decks is strictly forbidden, as at present much space is lost to the majority of pilgrims through a few persons being allowed to erect them.

18. RULE 29.—As regards this rule, the Collector of Land Revenue, Customs and Opium, Bombay, states that the bamboos and ropes are useful in all weathers, and advises that the words "for use in bad weather" may be left out. I am to express approval of this suggestion.

19. RULES 32 AND 37.—I am to bring to the notice of the Government of India the observation of the Port Surgeon, Aden, that he presumes that children under one year, though not taken into account in the computation of pilgrims, are to be counted for the one gallon of water per head allowed under these rules.

20. RULE 35.—I am to invite attention to the remarks regarding this rule made by the Collector of Land Revenue, Customs and Opium, Bombay, and the Collector of Karachi. It appears to be the practice in some ships to give wood to the pilgrims daily—in others at intervals of a day or two. It would, in the opinion of the Governor in Council, be a better plan to store fuel of a certain amount, varying with the number of pilgrims, on the ship, to be used for the fires provided by the master, and not to give supplies of wood to the pilgrims themselves.

21. RULE 38.—The Collector of Land Revenue, Customs and Opium, Bombay, recommends the omission of the words "fit to drink as soon as drawn from the condenser," as it is not possible to drink water immediately it is drawn from a condenser. The Governor in Council concurs with Mr. Campbell.

22. RULE 40.—I am to invite attention to the proposal made by the Port Surgeon, Aden, that the words "and the tanks cleaned out before being filled" should be added to this rule.

23. RULE 48.—For the reasons given by the Collector of Land Revenue, Customs and Opium, Bombay, I am to express concurrence in his opinion that this rule should be left out.

24. RULE 51.—Referring to this rule the Port Surgeon, Aden, asks whether in calculating the space to be provided on the upper deck, children under 12 years of age are not to be taken into account. I am to invite attention to this inquiry.

25. RULE 53.—The Governor in Council approves of the suggestions made by the Collector of Land Revenue, Customs and Opium, Bombay, regarding this rule.

The Governor in Council also agrees with the Collector of Karachi as regards the amount of baggage to be kept with him by each pilgrim. If a pilgrim has more than the Collector proposes, it should be put in the hold and paid for.

26. RULE 54.—The Agent, Bombay and Persia Steam Navigation Company, and the Collector of Land Revenue, Customs and Opium, Bombay, see no necessity for insisting on platforms in the hospital and I am to express concurrence in their opinion.

I am also to bring to the notice of the Government of India the suggestions of the Port Surgeon, Aden, that any bunk in the hospital screened off for females under clause (*a*) of this rule should be separately ventilated, and that in fair weather only it might be permitted to carry small-pox cases in ships' boats slung over the side instead of erecting the temporary hospital referred to in clause (*b*).

It is perhaps scarcely necessary to make special provision in the Rules for the use of a boat as a hospital. No health officer would probably object to such a use of the boats if they were made comfortable, and persons placed in them were protected by sufficient awnings from the sun and from dew.

27. RULE 55.—With reference to this rule, I am to invite attention to the opinions of Mr. Haji Kasam Jusab, the Health Officer of the Port of Bombay, Dr. Shroff, the Bombay Chamber of Commerce and the Collector of Land Revenue, Customs and Opium, Bombay. For the reasons given, the Governor in Council is of opinion that the dispensary should be on the upper deck next to the doctor's cabin or the hospital, and I am to recommend that the words " on the between decks " may be left out from this rule.

RULE 57.—I am to invite attention to the opinions regarding this rule in the reports herewith submitted.

28. RULE 58.—I am also to call attention to the suggestions made by the Health Officer of the Port of Bombay and by Dr. Shroff as regards the provisions of this rule.

29. RULE 59.—I am to bring to notice, for the consideration of the Government of India, the observations of Dr. Shroff in his paragraphs 12 and 13 on the notes C. and D. under clause (4) of this rule, those of the Health Officer of the Port of Bombay, the Agent, Bombay and Persia Steam Navigation Company, the Executive Health Officer, Bombay Municipality, and the Port Surgeon, Aden, as regards clause 5 (*c*) and those of the Executive Health Officer, Bombay Municipality, in his paragraphs 9 and 10.

30. RULE 61.—With reference to this rule, I am to express approval of the following suggestions that have been made :—

Vessels necessary for the disinfection of cholera stools should be provided in the list of articles and appliances.

Fumigating apparatus for burning sulphur is not mentioned in the list. A few *sigris* might be provided with advantage.

Half a pound instead of one pound of soap per head is ample for passengers who on land seldom, if ever, use soap.

Chatties, glazed earthenware, or some other suitable vessels should be included in the list for the reception of the excreta of cholera cases in hospital.

31. RULE 62.—As regards clauses (1) and (2) of this rule, I am to bring to the notice of the Government of India the suggestion of the Collector of Land Revenue, Customs and Opium, Bombay, regarding latrine accommodation.

As regards clause (4) of the rule, Mr. Haji Kasam Jusab, the Agent, Bombay and Persia Steam Navigation Company, the Bombay Chamber of Commerce, and the Collector of Land Revenue, Customs and Opium, Bombay, urge objections against the employment of female sweepers on board ship. I am to say that the Governor in Council supports these objections.

32. RULE 65.—Adverting to the suggestion of the Health Officer of the Port of Bombay with reference to this rule, I am to state that as regards what are "dangerous, infectious and contagious diseases," this Government have already expressed the opinion in paragraph 11 of their letter No. 3421, dated 17th August last, that it should be left to the opinion of the medical officer.

I am to add that the Health Officer points out that in the last line of this rule the words "Rule 60" should be "Rule 59."

33. RULE 66.—The Governor in Council supports the proposal of the Collector of Customs that the words "otherwise entitled" should be inserted in this rule after the word "pilgrim."

34. DUTIES OF MASTER, OWNER, &C., UNDER THE RULES.—I am to commend to the consideration of the Government of India the remark made by the Collector of Land Revenue, Customs and Opium, Bombay, in paragraph 2 of his report, regarding the desirability of specially drawing the master's attention to the fact that he is interested in many of the rules which precede rule 69. This matter was referred to in paragraph 26 of letter from this Government, No. 3694, dated 4th September 1895.

35. RULE 70.—Mr. Haji Kasam Jusab and the Agent, Bombay and Persia Steam Navigation Company, raise objections to the provision of female medical attendants on board pilgrim ships. I am to draw the attention of the Government of India to their opinions on the subject.

I am to recommend the suggestion of the Collector of Land Revenue, Customs and Opium, Bombay, that this rule should provide for the accommodation of medical attendants and compounders.

36. RULE 75.—I am to bring to notice the remarks regarding this rule made by the Collector of Land Revenue, Customs and Opium, Bombay.

37. RULE 93.—I am to submit for the consideration of the Government of India the suggestions with regard to this rule from the Collector of Land Revenue, Customs and Opium, Bombay, and the Port Surgeon, Aden.

38. I am to add, with reference to paragraph 4 of your letter under reply, that a report regarding the arrangements that have been made in Bombay for the medical inspection of pilgrims on shore before embarkation will be duly submitted on receipt of certain reports that have been called for. A report from the Remembrancer of Legal Affairs dealing with the rules for medical inspection, some of which may have to be issued by the Government of India, has been received and will be submitted shortly.—I have, &c.,

J. DEC. ATKINS, Junior Secretary to Government.

RULES UNDER THE PILGRIM SHIPS ACT, 1895.

SANITARY.

5th October, 1896.

No. 259.—In exercise of the power conferred by section 3 of the Pilgrim Ships Act (XIV of 1895), the Governor General in Council is pleased to appoint the 6th day of October, 1896, as the day on which the said Act shall come into force.

No. 260.—In exercise of the power conferred by section 19, sub-section (1) of the Pilgrim Ships Act (XIV of 1895), the Governor General in Council is pleased to order that every pilgrim ship shall contain, in the first or upper between-deck, at least twelve superficial feet and seventy-two cubic feet, and, in the second or lower between-deck, at least sixteen superficial feet and ninety-six cubic feet, of space available for each pilgrim.

No. 261.—In exercise of the power conferred by section 5, clause (1), of the Pilgrim Ships Act (XIV of 1895), the Governor General in Council is pleased to direct that, in the computation of pilgrims for the purposes of the said Act and the rules thereunder, two persons of the age of one year and upwards and under the age of twelve years shall, unless otherwise expressly provided, count as one pilgrim.

No. 262.—In exercise of the powers conferred by section 58 of the Pilgrim Ships Act (XIV of 1895), the Governor General in Council is pleased to make the following rules :

1. In these rules "the Inspector" means the officer appointed by the Local Government under section 8, or the person authorized by such officer as aforesaid under section 9, of the Pilgrim Ships Act (XIV of 1895), hereinafter referred to as "the Act," and "section" means a section of the said Act.

2. The Inspector shall, on receiving the notice required by section 8, himself proceed, or give written authority to some competent person on his behalf, to inspect the ship, her provisions, medical stores, equipments, ventilation, fittings, etc., and shall satisfy himself by such inspection that they meet all prescribed requirements.

3. The certificates A and B required under sections 11 and 12 shall be given in Forms Nos. I and II appended to these rules and that required under section 24 in Form III.

4. No certificate under section 12 shall be granted between May 20th and September 20th in any year in respect of a ship of a tonnage

of less than 500 registered tons, or which is not capable of steaming at least eight knots an hour in ordinary monsoon weather ; nor shall such a certificate be given unless all the arrangements required by these rules have been made to the entire satisfaction of the Inspector.

5. The Inspector shall see that in all cases where the number of pilgrims exceeds 100, the Medical Officer of the ship is present at the official inspection and that such Medical Officer has had an opportunity of satisfying himself as to the completeness of the arrangements made for the accommodation and care of the pilgrims under these rules ; and shall require such Medical Officer to furnish a certificate to that effect in Form X and to sign the second of the certificates prescribed by rule 57.

BOATS, ANCHORS AND CABLES.

6. (1) Every pilgrim ship shall be provided with boats, two of which shall be life-boats, according to the following scale :

Registered tonnage of steam-ship.	Number of boats not less than	Minimum cubic contents of life-boats. Feet.	Minimum cubic contents of all the boats of the ship.
Less than 800 tons	5	330	1,730
800 tons and less than 1,000 tons ...	6	330	2,045
1,000 tons and less than 1,250 tons ...	6	900	2,545
1,250 tons and less than 1,500 tons ...	6	900	3,000
1,500 tons and upwards	7	928	3,600

NOTE.—The cubic contents of the boats in the above table are ascertained by multiplying their outside length, their outside width and their inside depth together, and then the product by 0·6.

(2.) Every boat shall be supplied with two fresh-water breakers, two small tin-lined lockers fitted under the side seats in the stern and each capable of holding about 50 lbs. of biscuit, and a tightly spread canvas cover.

(3) Every boat shall be provided, to the satisfaction of the Inspector, with masts, sails, painters, oars, rowlocks or tholes, rudder and tiller, boat hooks, plugs and breakers, all properly secured.

(4) A hatchet or tomahawk shall be kept in each end of every life-boat, in good order and secured by a lanyard ; a life-jacket or belt for each oarsman, and one for the cockswain, shall also be provided : and a life-line in loops shall run round the outside of the boat and be securely made fast.

7. Boat drill shall be practised at least once a week.

8. Every pilgrim ship shall be provided with three bower anchors of such weight, and with cables of such length, size and material as are, in the judgment of the Inspector, sufficient.

INSTRUMENTS FOR PURPOSES OF NAVIGATION.

9. Every pilgrim ship shall be provided with—

(*a*) not less than three good ship's compasses and two boat's compasses and with a record of the deviation of her compasses on every point, entered in the log-book ;

(*b*) Admiralty or Indian Government charts and sailing directions suitable for the voyage she is about to undertake ;

(*c*) Not less than two chronometers and not less than two sextants or quadrants and barometers, one of the latter being a mercurial barometer ;

(*d*) A deep-sea leadline and lead.

APPARATUS FOR EXTINGUISHING FIRES AND PRECAUTIONS AGAINST FIRE.

10. (1) Every pilgrim ship shall be provided with—

(*a*) hose capable of being connected with the engines of the ship, and adapted for extinguishing fire in any part thereof ; and

(*b*) fire-buckets in the proportion of three for every 100 tons of tonnage up to 600, and two for every 100 tons above 600 : Provided that not more than 50 fire-buckets need under any circumstances be carried.

(2) If fire-annihilators or fire-engines are carried, they shall be placed by the Master in charge of one of the principal officers of the ship and the ship's carpenter, who shall be held responsible that they, with the buckets and other fire apparatus, are kept in a state fit for immediate use.*

* Fire-engines should be worked once a week to keep them in proper order.

11. As soon as possible after leaving port, the officers and crew shall be divided into parties and assigned to stations in case of fire; and fire-drill shall be practised at convenient times and at least once a week.

12. Immediately before leaving port, the passengers shall be called on to deliver up whatever lucifer matches, gunpowder or other inflammable articles they may have with them.

13. No naked lights shall on any account be used in the hold or storerooms or in the between-decks, except under trustworthy superintendence. No person shall be allowed to read in bed with a naked light. Smoking between-decks is strictly prohibited.

14. Cases containing spirits shall never be opened in the hold, but may be hoisted on deck for the purpose.

APPLIANCES FOR SAVING LIFE AND MAKING SIGNALS OF DISTRESS.

15. Every pilgrim ship shall be provided, to the satisfaction of the Inspector, with a supply of life-buoys, with lines attached, of which not less than six shall be kept readily available on deck, and with inextinguishable lights fitted for attachment to the life-buoys. Every pilgrim ship shall also be supplied with an approved life-belt or other similar approved article of equal buoyancy suitable for being worn on the person, for each person on board, and such life-belts or other articles as aforesaid shall be so placed, to the satisfaction of the Inspector, as to be readily accessible.

EXPLANATION.—An "approved life-belts" means a belt which does not require to be inflated before use and which is capable of floating in water for 24 hours with at least 15 lbs. of iron suspended from it.*

16. Life-buoys shall be secured by toggle and becket or any similar method allowing of ready release, but shall not be lashed or seized to the vessel.

17. Every pilgrim ship shall carry such quantity of rockets and blue lights or other signals as the Inspector may deem adequate.

FITTINGS AND OTHER APPLIANCES TO BE PROVIDED IN THE UPPER AND BETWEEN-DECKS.

18. The Inspector shall see that sufficient ventilators are provided for the between-decks to give each pilgrim (*a*) in the first or upper between-deck 5 square inches, and (*b*) in the second or lower between-

* Life-belts should be cut out 2 inches under the armpits, and so fitted as to remain securely in place when put on.

deck, 10 square inches of ventilation-area exclusive of hatches and side scuttles, and so placed as to afford an equable diffusion of air through all parts. The ventilators of the second between-deck must act separately from those of the first between-deck, and, if pilgrims are carried on a second or lower, between-deck such lower between-deck shall be ventilated by artificial ventilation, such as Blackman's ventilator or a thermantidote approved of by the Inspector. The Inspector shall also see (i) that all air-holes affording a means of communication between the hold and the between-decks are closed so as to shut off, as completely as possible, the escape of foul air from the bilge, or steam from the cargo, into the between-decks ; (ii) that the foul air from the hold and the between-decks respectively is carried in separate shafts above the uppermost deck ; and (iii) that all ventilating shafts and tubes for the hold are so arranged as to act quite independently of those for the between-decks.

19. In the absence of hollow iron masts or other means of ventilating the hold, there shall be fitted at least four cowl-headed tubes (of a size to be approved by the Inspector) leading from the lower hold to the open air on the upper deck.

20. Every cowl-headed tube shall be provided with a strong plug for use, if necessary, in bad weather.

21. Such provision shall be made for affording light to the between-decks as the circumstances of the case may, in the judgment of the Inspector, require. The pilgrims shall, moreover, have the free and unimpeded use of the whole of every hatchway situated over the space appropriated to their use, and over each hatchway there shall be erected such a booby-hatch or other substantial covering as shall, in the opinion of such Inspector, afford the greatest amount of light and air and of protection from sun and wet as the case will admit of.

22. The upper deck of every pilgrim ship shall be either of wood, or of iron or steel sheathed with wood and caulked.

23. Each hatchway shall be provided with a large tarpaulin tent which can in bad weather be spread well over it and securely fastened so as to keep out rain and let in fresh air, and in fine weather be rolled up and put out of the way ; and shall, except where arrangements exist for lowering the derrick boom in a way which will serve the purpose, also be fitted with a strong iron or wooden A-shaped frame for the support of such tent.

24. Every pilgrim ship shall have poop, quarter deck, waist and forecastle awnings complete and in good order, and six windsails distributed as the Inspector may direct. The awning and windsails shall be kept up so long as the weather does not render this impossible.

25. Strong ladders 2½ feet wide with hand rails of a convenient height shall be provided for every hatchway used as such and not merely as a ventilator ; and, as additional means for women and children to hold on by, knotted handropes shall be fastened conveniently near the ladders.

26. Hooks for hanging the required number of lanterns shall be fixed at convenient distances apart.

27. The space to be occupied by pilgrims must be kept clear from obstruction of any kind whatever, thoroughly clean and dry ; and nothing, except life-belts with the consent of the Inspector given under rule 15, shall be slung up or stowed away between the beams. Every day while the pilgrims are on deck the between-decks shall be carefully cleaned and scrubbed with dry sand mixed with suitable disinfectants.*

28. Bamboos, ropes or strong rails shall be securely fastened fore and aft to the midship stanchions on the between-deck.

29. No timber or cargo of any kind, and only the necessary fittings properly secured and live-stock for consumption on the voyage, shall be allowed on the upper deck, which shall, save as aforesaid, be exclusively reserved for the pilgrims.†

30. A set of water-vessels, such as buckets and tin mugs, required by topases or others for use in the latrines, shall be exclusively set apart for such purpose ; and they shall be marked or painted so as to be clearly distinguishable from those used for cooking or drinking purposes.

FOOD, FUEL AND WATER-SUPPLY.

31. Every pilgrim ship shall be supplied in accordance with the following scale with food, fuel and water, of good quality, conveniently

* Calvert's powder in the proportion of 10 per cent. should be used.

† Pilgrims should be encouraged to use the upper deck as much as possible.

stored and in quantity sufficient to supply the pilgrims on board during the intended voyage (including such detention in quarantine as may be probable):

For each pilgrim daily—

Rice	1 lb.
Flour or ship's biscuit	4 oz.
Pulse, dall	4 „
Ghee or Oil	1 „
Onions	2 „
Pumpkins, yams, or other vegetables	2 „
Tamarind	1 „
Condiments, chillies, garlic, coriander seed or turmeric..	½ „
Salt	½ „
Firewood, dry	2 lbs.
Drinking-water from iron tanks...	1 gal.

Provided that, in the case of drinking-water, the allowance hereby prescribed shall be provided for each pilgrim irrespective of his age.

A table of the rations of food and water in Persian, Urdu and Gujarati shall be posted up in a public place on the ship to be approved of by the Inspector.

32. Excepting fuel and water, which shall always be found by the ship, the articles in the above scale need not be provided for those pilgrims who have satisfied the officer appointed in this behalf under section 18 that they have on board food sufficient for their own use.

33. Every pilgrim ship shall, in addition to the requirements of the two last foregoing rules, have on board, either as cargo or stores, food sufficient, in the opinion of the Inspector, to provide for the pilgrims in the event of an accident to the ship's machinery.

34. (1) Every pilgrim ship shall be provided with caboose accommodation sufficient to cook for the total number of pilgrims on board, and such accommodation shall in no case consist of less than two cabooses or cooking ranges placed on deck, properly housed and covered to which the pilgrims shall have free access between the hours of 6 A.M. and to 9 P.M.

(2) All cooking ranges shall be made of substantial plate-iron lined inside with bricks and raised at least four inches from the deck, with an outlet or chimney at top for the escape of smoke. Each range

shall contain five or six cooking places, and the Master shall see that fires adequate for cooking are kept lighted at them from 6 A.M. to 9 P.M. An additional range shall be provided for every 200 pilgrims carried in excess of 100. Cooking on board in pilgrims' private stoves is prohibited.

(3) The Inspector may require the Master to provide such number as such Inspector may think necessary of Muhammadan cooks, not exceeding three per hundred pilgrims (exclusive of pilgrims who have on board their own supplies and desire to cook for themselves).

35. The crew of the ship shall not be allowed to use the cooking ranges or latrines set apart for pilgrims while pilgrims are on board, but shall be provided with a separate cooking range and latrine.

36. Each ship shall be fitted with a condenser or distilling apparatus of sufficient capacity to produce at least one gallon of drinking-water a day for every person on board of whatever age, including the crew.

37. No certificate under section 13 shall be granted unless the condenser cannot only supply the minimum quantity of water prescribed under rule 36 for each person on board, but also yield every 24 hours 500 gallons of pure, cold water fit to drink.

38. The tanks for storing drinking-water on board shall not be placed near the latrines. They shall be protected from all filth, and shall be so closed that the distribution of the water can be effected only by means of pumps or from taps with lock and key fitted to the tanks.

39. The water of any tank pronounced bad by the Medical Officer of the ship shall be immediately rejected and pumped out and the tank cleaned out before being refilled.

40. If there is any doubt as to the quality of the drinking-water stored, or as to the possibility of its pollution, either at its source or in the course of the voyage, it shall be well boiled; and it shall be thrown into the sea as soon as it is possible to obtain a purer supply. All water taken on board at any port and intended to be issued as drinking-water shall invariably be boiled before it is distributed.

41. Every condenser or distilling apparatus shall have a separate engine for working the circulating cold-water pump, and under no circumstances shall this engine be used for any other purpose than that of feeding the boiler of the condenser.

42. The arrangements for discharging the circulating water from the condenser shall be such that it can be delivered into buckets or connected with a hose for the purpose of washing decks, or extinguishing fire, as well as discharging over the ship's side. A suitable hose and connection shall also be provided.

43. Either upright or horizontal boilers may be used for condensers. Each boiler shall be furnished with a steam-gauge indexed to double the working pressure, a glass water-gauge and two separate gauge-cocks, one safety-valve and two mud-hole doors for the purposes of cleaning.

44. The boilers and all machinery connected with condensers shall be properly covered in, and every wooden bulkhead in the vicinity of the boilers of condensers shall be covered with sheet lead weighing 4½ lbs. per square foot and securely fastened to such bulkhead.

45. All the piping in connection with the condenser, especially the main suction and the condensed water discharge-pipe, shall be laid in position safe from accident or otherwise securely encased.

46. The Inspector shall satisfy himself by actual experiment that the condenser is capable of performing the work required of it.

47. The Chief Engineer or some other competent person, to be approved by the Inspector, shall be appointed to have charge of the distilling apparatus and machinery connected therewith during the voyage.

48. No ship shall put to see before the decks have been cleared of any loose straw, hay or other inflammable material, and all the cargo has been properly stowed away.

CARGO.

49. No petroleum as defined in the Petroleum Act (XII of 1886), or explosive as described in the Indian Explosives Act (IV of 1884), nor any inflammable oils, spirits, jute or coal (except such coal as is required for the voyage and the return voyage to India), nor any commodity likely, by reason of its quantity, quality or mode of stowage to be prejudicial to the safety of the pilgrims, shall be taken as cargo or part of the cargo.

ALLOTMENT OF UPPER DECK SPACE.

50. No cabin shall be provided for any pilgrim on the upper deck unless space remains unallotted on that deck after providing the

accommodation required for the permanent and temporary hospitals, latrines, and six superficial feet for every pilgrim carried in the between-decks. Such space as remains unallotted after making provision for these requirements may be reserved for the accommodation of pilgrims in cabins containing not less than 12 superficial and 72 cubic feet of space. No pilgrim shall be furnished with reserved accommodation on the upper deck except in a cabin.

51. The deck space may be distributed between the 1st and 2nd class pilgrims as the Master or owner may desire: provided that each pilgrim of the lowest class has six feet of deck space provided for him.

AMOUNT AND DISTRIBUTION OF BAGGAGE.

52. Pilgrims' heavy baggage shall be registered and numbered under the supervision of the Master the day before the ship sails, and shall be deposited in the hold before the ship leaves her moorings. Pilgrims shall be allowed to keep with them only such articles as are absolutely necessary: Provided that the articles so kept do not exceed one maund (82 lbs.) in weight for each adult pilgrim or, in the case of pilgrims who, in accordance with the provisions of section 18, are allowed to provide their own food for the entire voyage, one maund and a half.

HOSPITAL ACCOMMODATION, MEDICAL STORES AND ARRANGEMENTS FOR MAINTAINING HEALTH, CLEANLINESS AND DECENCY.

53. (1) The hospital accommodation required under section 21 shall be provided on the upper deck either in the poop or in a deck-house. A permanent hospital shall be provided containing not less than six bunks, and having a deck area of at least 144 superficial feet and dimensions of not less than 864 cubic feet. On every pilgrim ship on which there are 50 or more female pilgrims, there shall be a separate permanent hospital, containing not less than two bunks with a deck area of at least 72 superficial feet and dimensions of not less than 288 cubic feet, which shall be reserved for the use of women and children under 12 years of age. The hospitals shall be lighted and ventilated to the satisfaction of the Inspector and shall be provided with permanent raised floors or platforms at least four inches off the deck. They shall be made as secure as any other deck-house, and the roof shall be well caulked and covered with painted canvas.* No case of small-pox, cholera, yellow fever or plague shall on any account be treated in a permanent hospital.

* The fittings used in constructing permanent hospitals should be o iron in preference to wood.

(2) Materials shall be carried for the construction on the upper deck of a separate temporary hospital for the treatment of such cases of sickness as it may be considered desirable specially to segregate (such as small-pox, cholera, yellow fever or plague) and for any general outbreak of sickness in the event of the permanent hospital accommodation becoming insufficient. The part of the upper deck upon which such hospital shall, if required, be erected, shall be pointed out and measured off by the Inspector. The frame-work of the hospital shall be either of iron (in pieces that can be easily fitted together) or of wooden spars or bamboos. The roof shall be tented and both that and the side walls shall be made of stout canvas and be perfectly water-tight, due provision being at the same time made for ventilation. The superficial area of the floor* shall be not less than 144 square feet, and the floor shall be raised at least 4 inches from the deck. In cases of sickness of the kind referred to in this rule, only the Medical Officer and the person or persons charged with the duty of looking after the patients shall have access to them, and, except the Medical Officer and medical attendants referred to in rule 69 none of those who have had access to such patients, shall be permitted to come into contact with the other persons on board.

54. A suitable dispensary to be approved by the Inspector shall be provided on the upper deck.

MEDICAL STORES, ETC.

55. The following articles shall be provided according to the following scale and supplied gratuitously to the pilgrims on board at the discretion and by the direction of the Medical Officer, namely:

For any number of pilgrims not exceeding 100 (proportionate quantities to be provided for pilgrims in excess of that number)—

Sago	5 lbs.
Arrowroot in tin case*	10 „
Preserved milk† (1 lb. tins)	1 dozen.
Liebig's extract of meat in 2 oz. tins or jars ...	1 lb.
Sugar	5 lbs.
Rum	1 quart bottle.

* For flooring sheet iron is the best material.

† The contents of a pound tin of preserved milk mixed with half a gallon of water make good milk.

56. The following medicines and medical appliances shall be provided on the scale indicated below in the case of each at the discretion and by the direction of the Medical Officer:

(Weights and measures of the British Pharmacopœia.)

Names of medicines, etc.	Scale for 100 passengers.	Notes.
Acidum, boricum	2 oz.	MISCELLANEOUS ARTICLES FOR ONE HUNDRED PILGRIMS.
„ carbolicum (cryst.)	1 „	Fresh vaccine lymph, 6 tubes.
„ nitro-hydrochloricum dilutum	1 „	Adhesive plaster (in tin case), one yard.
„ sulphuricum dilutum	1 „	Calico, two yards.
„ tartaricum	2 „	Flannel, ditto.
Æther sulphurus	½ „	Lint, four ounces.
Alumen (in powder)	2 „	Bandages (roller), half a dozen.
Ammonii carbonas	2 „	Paper for powders, etc., one quire.
Argenti nitras	¼ „	Corks for bottles, 1 dozen.
Borax	½ „	Cotton-wool (country), 1 lb.
Calomel	¼ „	Bed-pans (metal), one.
Chlorodyne...	2 „	NOTE.—The preparations of ammonia, ether, chloroform, iodine, and all acids should be in well-stoppered bottles.
Chloroformum	1 „	

Names of medicines, etc.	Scale for 100 passengers.
Cocainæ solution, 10 per cent.	¼ oz.
Copaiba	1 „
Creasotum	¼ „
Glycerinum	1 „
Hydrargyrum cum creta	½ „
Iodoformum	1 „
Ipecacuanha valoid, fluid extract	½ „
Linimentum camphoræ compositum	2 „
Lini farina	2 lbs. in tin case.
Liquor ammoniæ	1 oz.
Liquor ammonii acetatis	6 „
Liquor epispasticus fortior	¼ „
Liquor morphinæ hydrochloratis	½ „
Chrysarobinum	¼ „
Magnesii carbonas	¼ „

Notes.		
MISCELLANEOUS ARTICLES FOR ONE HUNDRED PILGRIMS,—*contd.*		
Chloroform should be in blue glass or covered from light by dark paper.		
All the drugs, etc., must be properly labelled with the quantities marked on each label.		
"Poisons" should be specially distinguished by labels with the word "Poison" on them.		
Disinfectants.		
Sulphur ... ... 32 lbs.		Convention, I. B, III, 25.
Corrosive sublimate... ... 5 „		
Pure Phenic acid ... ... 20 gallons.		
Fresh slaked lime ... ... 20 lbs.		
Sulphate of Iron ... ... 10 „		
Calvert's Carbolic powder ... 15 %		
Methylated alcohol ... ... 15 gallons.		
Hydrochloric acid ... ... 1 gallon.		

Names of medicines, etc.	Scale for 100 passengers.
Magnesii sulphas in tins	3 lbs.
Oleum Caryophilli...	¼ oz.
,, menthæ piperitæ	¼ ,,
,, ricini	2 pints.
Phenacetin	½ oz.
Pilula asafœtidæ composita	1 doz.
,, colocynthidis et hyoscyami	2 ,,
,, plumbi cum opio B. P.	4 ,,
,, scillæ composita	4 ,,
Potassii bromidum	1 oz.
,, chloras	1 ,,
,, nitras	2 ,,
,, permanganas	2 ,,
Pulvis ipecacuanhæ, 5 gr. powders	1 doz.
,, ipecacuanhæ compositus in 5 gr. powders ...	4 ,,

Notes.	
MISCELLANEOUS ARTICLES FOR ONE HUNDRED PILGRIMS.—*contd.*	
Impermeable bags of India-rubber or tarred canvas, six for each ship.	
Instruments for each ship.	
Boxes, chip, for ointment (1 oz. each)	18
Dispensing bottles (3 oz. each)	12
Glass measures, 2 oz.	2
,, ,, 2 drachms	2
Pestle and mortar (brass)	1
,, ,, ,, wedgewood	1
Scales and weights (grains)	1
Spare weights for ,, ...	1 set.
Splints (common)	1 ,,
Silver catheter (No. 8 size)	1
India-rubber catheters, Nos. 2, 4, 6 and 10... ...	4

Names of medicines, etc.	Scale for 100 passengers.
Pulvis Jalapæ compositus	1 oz.
Quininæ sulphas in 3 gr. pills	4 doz.
„ sulphas in bulk	2 oz.
Salol...	¼ oz.
Sinapis (in powder)	4 „
Sodii bicarbonas	1 „
Spiritus ætheris nitrosi	2 „
„ rectificatus	8 „
Tinctura aconiti	⅓ „
„ capsici	½ „
„ digitalis	½ „
„ ferri perchloridi	1 „
„ iodi	½ „
„ nucis vomicæ	1 „
„ opii	1 „

Notes.	
MISCELLANEOUS ARTICLES FOR ONE HUNDRED PILGRIMS—*contd.*	
Spatula	1
Scissors (shop)	1
Penknife	1
Syringe, ear, pewter	1
„ Enema, patent	1
„ Urethral (male)	1
„ female	1
Infusion pot	1
Pocket dressing case [to contain 1 probe, 1 director, 1 female catheter, 1 clinical thermometer (in case), 1 pair of scissors, 1 dressing forceps, plated, 6 suture-needles, 1 artery forceps, 1 Symes' abscess knife, 1 straight and 1 curved bistoury in 1 handle, 1 lancet (bleeding), silk thread for sutures (20 grains)].	

Names of medicines, etc.	Scale for 100 passengers.	Notes.
Tinctura senegæ	1 oz.	
„ zingiberis	1 „	
Tragacantha powder	1 „	
Unguentum hydrargyri	½ „	
„ simplex	2 „	
„ sulphuris	2 „	
„ zinci	1 „	
Vaseline	2 „	
Vinegar	1 pint.	
Vinum antimoniale	½ oz.	
„ ipecacuanhæ	1 „	

Table showing the quantities of medicines, etc., to be supplied according to the above scale for more than 100 *pilgrims.*

Number of pilgrims.	Quantity.	
Above 100 to 250	½ more than	the quantity prescribed according to scale per 100 pilgrims, and so on.
„ 250 to 350	Twice	
„ 350 to 450	Thrice	
„ 450 to 550	Four times	
„ 550 to 650	Five times	

57. The following certificates showing that medicines, etc., have been duly supplied and received according to the above scale shall be produced before the Inspector at the time of the inspection :

(1) Certified that we have supplied medicines, etc., for pilgrims proceeding to in the S. S. according to the above scale, [or we have supplied medicines, etc., in making up deficiencies in existing stock up to the above scale].

Dated Chemists.

(2) Certified that I have carefully compared the above list with the medicines, etc., examined by me on board the pilgrim ship and am satisfied that they are all correct.

Medical Officer.

Dated Ship Health Officer.

58. (1) Every pilgrim ship shall carry a disinfecting stove approved by the Health Officer of the Port in British India at which the voyage is to commence.

(2) Articles of bedding, carpets and clothes used by patients who have been affected with cholera, as well as by persons who have had access to such patients, shall be immediately disinfected. Such of these articles as have little or no value shall be thrown into the sea, or, if the ship is in a port or canal, be destroyed by fire. All such articles as are not destroyed shall be carried to the disinfecting stove in impermeable bags sprinkled with a solution of corrosive sublimate.

(3) The excreta of the sick shall be collected in vessels containing a disinfecting solution and the latrines in which these vessels are emptied shall be thoroughly disinfected after each operation.

(4) Articles which have come into contact with persons suffering from cholera shall be thoroughly disinfected in the following manner :

(*a*) Articles so contaminated or suspected of being so contaminated shall, unless they are liable to be destroyed by exposure to heat, be disinfected in the disinfecting stove under pressure, the stove being maintained at a temperature (to be tested during each operation) of 220° Fahr. and the articles exposed to this temperature for 15 minutes.

(*b*) Articles liable to be destroyed by exposure to the heat of a disinfecting stove, such as metals, leather, tables, lockers, etc., shall be disinfected by being washed with a disinfecting solution.*

(5) Ships on which cases of cholera have occurred shall be disinfected in the following manner :

(*a*) The cabins† and all parts of the ship occupied by cholera patients or those suspected to be suffering from cholera shall be emptied and all articles removed disinfected as above.

(*b*) The interior sides, bulkheads, floors and decks of the ship shall be washed with the corrosive sublimate solution with the addition of 10 per cent. of alcohol (*i.e.*, one gallon of methylated alcohol to every 10 gallons of the corrosive sublimate solution),‡ and two hours after washing, scrubbed, and then thoroughly washed down with plenty of water.

(*c*) The hold of the ship shall be strewn from time to time with a sufficient quantity of iron sulphate to neutralize the sulphuretted hydrogen, and the water in the hold shall then, unless the ship is in dock, be pumped out, and the hold washed with sea-water and sprinkled with the corrosive sublimate solution.

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* One of the following disinfecting solutions should be used :

(*a*) Corrosive sublimate in the following proportion :

Corrosive sublimate, ½ oz.
Hydrochloric acid, 1 oz.
Water, 3 gallons.
Fuchsin or eosin, 5 grains.

(*b*) Pure phenic acid, five parts in 100 parts of water.

(*c*) Fresh slaked lime.

The different disinfecting solutions are useful for the following purposes :

(*a*) Linen, clothes and articles soiled by the evacuations of cholera patients should be put into the corrosive sublimate solution.

(*b*) Persons in attendance on the sick should use the corrosive sublimate solution, when washing themselves, in the proportion of one part of the solution to 2,000 parts of water.

(*c*) Phenic acid should be used to disinfect articles which cannot be exposed to a temperature of 220° Fahr. or to contact with sublimate solutions, such as metals, instruments, etc.

(*d*) Slaked lime is specially useful to disinfect the evacuations of cholera patients; in the absence of slaked lime phenic acid will answer the same purpose. When slaked lime is used for disinfecting liquids, it should be used in the proportion of three lbs. of lime to ten gallons of the liquid to be disinfected.

† For the purpose of fumigating cabins and confined space, one ounce of sulphur should be burnt for every 30 cubic feet of the space to be fumigated, the cabin or other space being completely closed during the operation and kept so for twelve hours.

‡ The washing should commence from the top, horizontally and downwards, so that the whole surface becomes covered with a coating of the solution in fine drops.

59. Pilgrims shall air their clothing, blankets, etc., as often as required to do so by the Medical Officer.

60. The following articles and appliances shall be supplied on the scale shown below :

Iron boilers with covers—

For rice (large) ..... } According to the number of pil-
„ dall or curry (small)..... } grims to be fed by the ship.

Iron ladles—

For rice (large)..... } According to the number of pil-
„ dall, etc. (small) ..... } grims to be fed by the ship.

Iron spoons, tinned	4	To each pilgrim ship.
Curry-stones, with mullers	4	
Sieves for cleaning rice, etc.	6	
Gallon measure	1	
Half-gallon measure	1	
Quarter-gallon measure	1	
Scales and weights or A spring balance	1	
Block-tin saucepans, for hospital use exclusively, from 1 pint to 1 gallon	3	
Hatchets for cutting wood	2	
Knives	2	

Safety lanterns with lock and key to each.

3 for hatchways,	there shall be one additional lantern for every 100 pilgrims on board and each such lantern shall burn for three hours every night.
2 for latrines,	
1 for hospital, and	
1 for Surgeon, which are to burn all night,	

Oil with wicks, or candles to fit lantern. — Sufficient for 7 lanterns to burn at least 10 hours, and for the rest to burn at least 3 hours of every night of the voyage.

Soap ..... 1 lb. per pilgrim.

Buckets (galvanised iron) ..... 2 for every 100 pilgrims.

Tubs (large) for bathing or washing	4	To each pilgrim ship.
* Tubs (smaller) for latrine use	4	
* Tin pots for ditto.	12	
Tin pots for pilgrims suffering from sea sickness	12	
Canvas bathing screens for the use of women.	2	
A dirt-shoot, moveable	1	
Deck scrapers	12	
Sand	1 ton.	
Holystones or hard bricks	50	
Swabs or squeezers	18	
Brooms (country)	50	

61. (1) Every pilgrim ship shall be fitted with not less than two latrines, apart from those for the use of the crew, sufficiently screened from public view and readily accessible. If there be any females among the pilgrims, one latrine shall be screened off and set apart for the exclusive use of females. There shall be an additional latrine for every 100 pilgrims, or fraction of that number in excess of 100, and if there be more than 100 female pilgrims on board, the number of latrines reserved for their use shall be increased in the proportion they bear to the total number of pilgrims. The latrines shall be provided with seats at the rate of not less than three for the first 100 pilgrims and at the rate of three for every additional 100 pilgrims. No latrine shall be allowed either between-decks or in the hold.

(2) Every latrine shall be firmly secured in a convenient and accessible place on the upper deck and close to the bulwarks. It shall not project over the side of the ship, but shall be so placed that the soil-shoot of the latrine floor may lead directly out of a port or other opening, and well clear of the ship's side. Every latrine shall be divided into separate and private compartments. Each compartment shall be not less than three feet by two in size and shall have a separate entrance with door and be fitted with a seat or a pair of foot-boards having a free opening or hole in the centre. Every such opening shall communicate directly with the floor beneath common to all openings. The floor continued into the shoot, and having a good fall towards it, shall be made either of a continuous sheet of metal, or of wood continuously lined with sheet lead or zinc. The floors and shoots of the latrines shall be painted with coal tar liberally laid on. There shall

* All these should be specially marked for privy use.

be a troughed opening at each of the ends or sides of the latrines a little above the level of the floor, but below that of the seats of foot-boards, to enable the floors to be freely flushed from the outside. Every compartment shall be well ventilated by means of such openings as will not interfere with privacy, and shall be sufficiently lighted by means of a lantern so placed in the latrine as to throw light into the compartment.

(3) All latrines shall be kept in good order, and cleaned and disinfected three times a day. They shall be constantly flushed by pipes laid on to them, the deck immediately about them being enclosed with a ridge of wood about two inches high to prevent the water used for flushing from finding its way to other parts of the deck.

(4) Not less than two sweepers shall be employed on every pilgrim ship, and one additional sweeper shall be employed for every 100 pilgrims in excess of 100 up to a maximum of five sweepers when the total number of pilgrims does not exceed 1,000. For every 100 or fraction of 100 pilgrims in excess of 1,000 one additional sweeper shall be employed up to a maximum of eight sweepers.

(5) Every pilgrim vessel shall be provided with at least two urinals.

62. Every ship shall be provided with not less than one place for washing on each side of the deck, sufficiently screened from public view, whereof a full proportion, as prescribed in the case of latrine accommodation, shall be set apart exclusively for females. A sufficient number of hand-pumps shall also be provided for supplying sea-water for purposes of ablution.

MEDICAL INSPECTION.

63. The medical inspection of female pilgrims shall be carried out either by lady doctors or, under the supervision of the Medical Officer appointed by the Local Government under section 32, by women appointed by the Local Government in this behalf.

64. No articles found by the Medical Officer referred to in the last foregoing rule to have been contaminated by persons suffering from cholera or choleraic indisposition, or from a disease which in his opinion is dangerously infectious or contagious, or suspected by him to have been so contaminated, shall be taken on board a pilgrim ship until they have been disinfected under his orders in the manner prescribed by rule 58.

35. No pilgrim otherwise entitled shall be prevented from embarking save for any of the causes specified in section 32, sub-section (2).—

ISSUE OF TICKETS AND REFUNDS OF PASSAGE-MONEY.

66. (1) The ticket which every pilgrim is, under section 35, entitled to receive—

(*a*) shall be sold from a book with counterfoils,

(*b*) shall be denoted by a serial number which shall also be stamped on the counterfoil, and

(*c*) shall be of canvas paper or parchment, and not less than 4½ inches long by 3 inches wide.

(2) On the ticket and its counterfoil shall be inscribed :

(*a*) the name of the holder, or, if the holder be a female, the name of the pilgrim whom such female is accompanying, and

(*b*) the cost in words in Urdu, or in some other vernacular language approved by the Local Government.

The cost of a ticket shall not include any taxes other than the fixed dues leviable at Camaran and Jeddah.

67. (1) Every intending pilgrim who, having purchased a ticket, has not been permitted to embark under the provisions of section 32, sub-section (2), or who, having been received on board a pilgrim ship, has been removed from it in accordance with the provisions of section 33, sub-section (2), or who is from other unavoidable cause, such as the detention of any member of his family under either of the provisions aforesaid, prevented from proceeding to the Hedjaz, shall be entitled to receive back from the owner or agent of the ship the amount paid by him as passage-money.

(2) It shall be the duty, in the case of pilgrims at Bombay, of the Protector of pilgrims appointed under the Protection of Pilgrims Act, 1887, and in the case of pilgrims at any other port, of such officer as the Local Government may appoint in this behalf, to see that refunds of passage-money are promptly made to intending pilgrims entitled to them under this rule.

(3) The officer making an inspection under section 32 or section 33 shall, in case of such refund becoming due, impress on the pilgrims, ticket the words " Not permitted to proceed on voyage ;" and such pilgrim shall thereupon be entitled, on presentation of the ticket so cancelled at the office of the owner or agent, to a refund of the passage money paid by him.

THE MASTER, OWNER, ETC.

68. Besides complying with the foregoing rules so far as they concern him, the Master shall give the notice required under section 8 in Form No. IV appended to these rules, and shall produce, before the Inspector at the time of his inspection, a certificate in the following form :

" Certified that it is proposed to issue tickets to pilgrims and to provide accommodation as follows :

" On the voyage of the pilgrim ship proceeding to——

Class of pilgrims.	Maximum number of tickets to be issued.	Special accommodation and privileges (if any) to be reserved for each class.
Class I		
„ II		
Pilgrims of the lowest class ...		

Date_____

(Signed)_____

Master.

69. In the event of a ship being engaged to carry more than 100 pilgrims, the owner, agent or Master shall appoint to it a Medical Officer licensed under rule 79. Such owner, agent or Master may make an application to the Local Government, in Form No. V. appended to these rules, for a licensed Medical Officer to proceed in medical charge of the pilgrims with the ship, and the Local Government shall comply with such requisition. A second Medical Officer licensed under rule 79 shall be similarly appointed if the number of pilgrims exceeds one thousand. The owner, agent or Master shall also in the case of a ship engaged to carry more than 100 pilgrims appoint at least one male and, if there are any female pilgrims to be embarked, also one female attendant to assist the Medical Officer. In addition to the above attendants a compounder shall be engaged by the owner, agent or Master, if the ship is to carry more than 400 pilgrims. Such compounder and

attendants must be approved of by the Health Officer at the port of departure and arrangements shall be made to the satisfaction of the Inspector for providing them with adequate accommodation on board ship.

70. The Master shall afford the Medical Officer every facility for examining the provisions, water and medical stores, and for making himself generally familiar with the arrangements made for the accommodation of the pilgrims about to be carried.

71. The Master shall cause the statements required by sections 22 and 25 to be prepared in Form No. VI appended to these rules.

72. The bond required by section 31 when a ship clears from any port in British India other than Aden for any port in the Red Sea shall be executed in Form No. VII appended to these rules.

73. Before sailing the Master shall obtain from the Port Health Officer a bill of health as prescribed in Form No. VIII appended to these rules.

74. The Master shall post up in the between-decks and in such other places accessible to the pilgrims as may be convenient copies of the Act and of these rules and all notices which he may be required so to post by the Commissioner of Police or other authorized officer at the port of first departure. All such copies shall be in English, French or German, and in Persian, Urdu and Gujrati. The Master shall afford every facility to the Port Officer, or other duly authorized officer or person, for making the official inspection of the ship, her equipment, ventilation, fittings, provisions and medical stores, and shall himself be present at such inspection.

75. The Master shall be jointly responsible with the Medical Officer for the care of the pilgrims on the voyage. He shall see that the special accommodation and privileges, if any, to which the pilgrims are entitled, are reserved to them without hindrance or diminution throughout the voyage; that the space in the upper and between-decks is not encroached upon; that all rules and regulations for securing cleanliness and order are carried out, and, as far as possible, that all reasonable requisitions of the Medical Officer are complied with.

76. The Master shall appoint one of the officers of the ship to the charge of the provisions and stores, to see to the punctual issue according to scale of the day's rations and water, and to assist the Medical Officer generally.

77. The Master shall in the event of any pilgrim who is unaccompanied by any near relation dying on the voyage, if the ship returns direct from the Hedjaz to any British Indian port, take charge of the effects of the deceased and make them over, on the ship arriving in such port, with such particulars as to the name and residence of the deceased as he may have been able to gather, to the Commissoner of Police in Bombay, Madras or Calcutta, and elsewhere to the Magistrate of the District, or in his absence, the Magistrate in charge. If the death occurs on the voyage to the Hedjaz, and the ship does not return direct to British India, the Master shall make over the effects, with particulars as above, to the British Consul at Jeddah.

78. The Master shall cause the supplementary statement, required by section 24 when additional pilgrims are taken on board at an intermediate port, to be prepared in Form No. VI appended to these rules, the heading being altered to "Supplementary Statement required by section 24 of the Piligrims Act, 1895."

THE MEDICAL OFFICER.

79. (1) Besides complying with the forgoing rules so far as they concern him, the Medical Officer of every pilgrim ship required by the Act to carry a Medical Officer shall be licensed by the Local Government and appointed by or on behalf of the owner of the pilgrim ship. Every person desiring to obtain a license to act as such Medical officer shall apply for a license to the Local Civil Administrative Medical Officer of the province in which the port of first departure lies. At Jeddah such license may be granted, for the return voyage only, by the British Consul at that port.

(2) The license shall be renewable yearly, and shall be in Form No. IX appended to these rules.

(3) No person shall be eligible for appointment as a Medical Officer who is unable to write either English or French or German or Italian.

80. The Medical Officer shall, if not already attached to the ship, immediately on his being appointed to it, proceed on board, report himself to the Master, examine and check the medicines and medical stores, and inform himself generally as to the arrangements made for the accommodation of the pilgrims.

81. The Medical Officer shall also report himself personally to the Inspector with a view to receiving any instructions which that officer may have to give him in connection with his duties and the official inspection of the ship.

82. The Medical Officer shall be present at the final inspection, and, after it has been held and the ship and her arrangements approved, he shall, if satisfied regarding the arrangements for the care and comfort of the pilgrims made in accordance with the rules furnish a certificate to that effect in Form No. X appended to these rules.

83. The Medical Officer shall provide himself with all the necessary instructions and forms required for the voyage.

84. The Medical Officer shall attend any Medical Officer appointed to inspect the pilgrims before embarkation under section 32, or after embarkation under section 33 and shall, with a view to special care or precautions on the voyage, watch those who may appear to be in an infirm or sickly state, and make a note regarding them in his diary.

85. The Medical Officer shall not leave the ship after the Medical inspection has been completed. He shall see that the place set apart for the accommodation of the pilgrims is not encroached upon; that all the pilgrims have access to the upper deck; that good drinking-water is readily accessible and duly supplied; that the latrines are attended to by the ship's topases; that a supply of water is at hand for use in the latrines; that suitable hours have been fixed, in communication with the officer in charge of the stores for the regular issue of daily rations to such of the pilgrims as have to be fed by the ship; and generally that every proper care is taken to secure cleanliness and good sanitary arrangements on board.

86. The Medical officer shall satisfy himself that any additional passenger waiting to be taken on board at an intermediate port is not suffering from, or shows no signs or symptoms of choleraic indisposition or any disease which is, in his opinion, dangerously infectious or contagious.

87. The Medical Officer shall be jointly responsible with the Master for the care of the pilgrims on the voyage, and shall co-operate with the Master and officers of the ship for the welfare of the pilgrims.

88. During the voyage from any port in British India (except Aden) the Medical Officer shall for the first five days daily inspect the pilgrims and observe them individually to assure himself that none of them is affected with cholera, small-pox, yellow fever or plague.

89. The Medical Officer shall, if he has any doubt as to the quality of the drinking-water, draw the attention of the Master, in writing to the provisions of rule 40.

90. The Medical Officer shall, should any case of infectious or contagious disease occur, satisfy himself that disinfection is performed in the manner prescribed by rule 58 and shall record in his diary the fact that he has done so.

91. (1) The Medical Officer shall keep up regularly, from day to day throughout the voyage, the following records in connection with his duties, *viz.* :

(*a*) a Medical Diary of the principal events of the voyage, briefly and accurately recording all facts in connection with the medical history of the pilgrims, including a record of any advice he may give to the Master, and of compliance with, or neglect of, such advice ;

(*b*) an Admission and Discharge Book of every case brought under treatment in Form No. XI appended to these rules ; and

(*c*) a Register of Deaths in Form No. XII appended to these rules.

(2) These records shall be written in either English, French German or Italian.

92. On arrival at the port of debarkation in the Red Sea, the Medical Officer shall submit his diary and returns to the Consular authority there for transmission to the Government of India, and shall forward simultaneously a copy of them to the Inspector at the port in British India from which the voyage commenced, and on arrival at any British Indian port to the Chief Customs-officer, or to any officer authorized under section 25 to receive the statements referred to in that section.

No. I.

CERTIFICATE (A) UNDER SECTION 11 OF THE PILGRIM SHIPS ACT, 1895.

I, , duly appointed and authorized to grant certificates under section 11 of the Pilgrim Ships Act, 1895, do hereby certify that the ship , register tonnage tons, being a pilgrim ship within the meaning of the said Act, and now riding at anchor at , and ready to proceed on a voyage to , is sea-worthy, properly equipped, fitted, and ventilated, and that she is capable of carrying pilgrims.

No. II.

CERTIFICATE (B) UNDER SECTION 12 OF THE PILGRIM SHIPS ACT, 1895.

I, , duly appointed and authorized to grant certificates under section 12 of the Pilgrim Ships Act, 1895, do hereby

certify that the ship of , being a pilgrim ship within the meaning of the said Act, having on board pilgrims, lists of whose number and sex have been furnished by , the Master of the said ship, and ready to proceed on a voyage to , the intermediate ports at which she is intended to touch being , has the proper complement of officers and seamen; that she is principally propelled by steam; that (in cases when tonnage or steam-power have been prescribed) she is of the prescribed tonnage and steam-power; that she has sufficient and suitable cooking, hospital, washing and latrine accommodation on board; that the provisions, fuel and pure water and other stores prescribed for such ships by the rules under the said Act, are of good quality and properly stowed or packed, and are sufficient according to the scale for the time being fixed by the said rules; and that the said provisions, fuel and water are sufficient for days, the probable duration of the said voyage, and also sufficient to provide the pilgrims with food in the event of an accident to her machinery; that is to say, water and fuel sufficient for the whole number of pilgrims sufficient for pilgrims, the remaining, *viz.*, pilgrims, finding their own provisions.

I also certify [in the case of a ship to carry more than 100 pilgrims] that she has on board the Medical Officer [or Officers as the case may be] required by section 27 of the Act, and the attendants prescribed by rule 69 of the rules thereunder.

I also certify that the Master of the said ship holds Certificate A as required by section 11 of the Pilgrim Ships Act, 1895, and that there is no cargo on board contrary to the provisions of rule 49 of the rules thereunder.

I do further certify that the full space required by the said Act has been appropriated to pilgrims on board.

No. III.

SUPPLEMENTARY CERTIFICATE (B) UNDER SECTION 24 OF THE PILGRIM SHIPS ACT, 1895.

I, , duly appointed and authorized to grant certificates under section 12 of the Pilgrim Ships Act, 1895, do hereby certify that the number of additional pilgrims taken on board the pilgrim ship from the port of is ; that the provisions, fuel and pure water (over and above what is necessary for the crew) and the other stores prescribed for such ships by the rules

under the said Act, are of good quality and properly stowed or packed, and are sufficient according to the scale for the time being fixed by the said rules, and that the said provisions, fuel and water are sufficient for days, the declared duration of the said voyage, and also sufficient to provide the pilgrims with food in the event of an accident to her machinery; that is to say, water and fuel sufficient for the whole number of pilgrims on board, and provisions sufficient for the pilgrims remaining, *viz.*, pilgrims, finding their own provisions.

Dated at this day of 189 .

FORMS.

IV.

NOTICE TO BE GIVEN BY MASTER, OWNER OR AGENT UNDER SECTION 8 OF THE PILGRIMS SHIPS ACT, 1895.

I, *, hereby give notice that the steam-ship register tonnage tons, being a pilgrim ship within the meaning of the Pilgrim Ships Act, 1895, and being capable of carrying pilgrims, will leave the port of on a voyage to on the day of 189 .

Dated at this day of 189 .

No. V.

FORM OF APPLICATION TO GOVERNMENT FOR A MEDICAL OFFICER.

S.S.

189 .

To

THE SURGEON-GENERAL [OR INSPECTOR-GENERAL OF CIVIL HOSPITALS].

SIR,

I have the honor to request that $\frac{\text{a Medical Officer}}{\text{two Medical Officers}}$ may be nominated to proceed in charge of pilgrims to the port of in the steam-ship under my command.

2. The ship is now lying at moorings, and will sail on the

I am,

Sir,

Yours obediently,

Master, S.S.

* Here insert name of Master, owner or agent.

No. VI.

STATEMENT to be furnished by the Master of every pilgrim ship under section 22 of the Pilgrim Ships Act, 1895, of the crew and pilgrims proceeding in the bound to , or under section 25 of the crew and pilgrims on board the on arrival at

Crew.	Number.
Master	
Officers	
Engineers	
Deck crew	
Engine-room crew	
Servants	
TOTAL ...	

PILGRIMS.

1	2	3	4	5	6
Name of each male pilgrim over 12 years of age.	Number (if any) of female pilgrims over 12 years of age accompanying male pilgrim entered in column 1.	Number (if any) of male children of over 1 year but under 12 years of age accompanying male pilgrims entered in column 1.	Number (if any) of female children of over 1 year but under 12 years of age accompanying male pilgrims entered in column 1.	Number (if any) of infants under 1 year of age accompanying male pilgrims entered in column 1.	Total.
1. 1st class ...					
2. 2nd „ ...					
3. Lowest class...					
TOTAL ...					

Master,

The of 189 . Officer appointed under section 8.

Act of 1895.

No. VII.

BOND EXECUTED PURSUANT TO THE PROVISIONS OF SECTION 31 OF THE PILGRIM SHIPS ACT, 1895.

Know all men by these presents that we of of and of are held and firmly bounden to the Secretary of State for India in Council in the sum of five thousand rupees of lawful money of British India to be paid to the said Secretary of State in Council, his certain attorney, successors or assigns, for which payment well and truly to be made, we bind ourselves, our heirs, executors, administrators and representatives jointly, and every one of us bind ourselves, our heirs, executors, administrators and representatives jointly, and each of us binds himself, his heirs, executors, administrators and representatives severally firmly by these presents, sealed with our respective seals, dated this day of in the Christian year one thousand eight hundred and ninety

And each of us, the said doth hereby for himself, his heirs, executors, administrators, and representatives covenant with the said Secretary of State in Council, his successors and assigns, that if any suit shall be brought, touching the subject-matter of this obligation or the condition hereunder written, in any court subject to the superintendence of the High Court of Judicature at , the same shall and may, at the instance of the said Secretary of State in Council, be removed into, tried and determined by the said High Court in its Extraordinary Original Jurisdiction.

Whereas the above bounden *a* *b* the *c* of a pilgrim ship called the now about to sail from the port of in British India to a port in the Red Sea, touching at Aden *d* and before applying for a port-clearance to the officer at the port of whose duty it is to grant a port-clearance for such

---

a Here insert the name or names of the principal or principals only.

b is or are.

c (Owner) or (owners), (agent) or (agents) or (master).

d Insert names of any other ports to be visited.

ship, the above bounden *a*
and *a*
sureties *b*
who are both resident in British India, have at the request of the Secretary of State for India in Council agreed to execute the above written joint and several bond or obligation as required by section 31 of the Pilgrim Ships Act, 1895. Now the condition of the above-written bond or obligation is such that, if the said pilgrim ship on her outward voyage to the said port of
in the Red Sea touches at Aden and does not leave the said port of Aden on the said outward voyage without having obtained from the proper authority at Aden aforesaid a certificate as required by section 29 of the Act and if the Master (*c* Medical Officer) complies (or comply) with on the outward voyage, and also on the homeward voyage, if the ship continues to be a pilgrim ship, the provisions of the Pilgrim Ships Act, 1895, and of such rules, relating to pilgrim ships sailing between ports in British India and ports in the Red Sea, as the Governor General in Council may from time to time, make under the said Act, then the above-written bond or obligation shall be void.

No. VIII.

FORM OF BILL OF HEALTH.

This is to certify that the pilgrim ship sailing under the flag and under the command of Captain (Medical Officer) of tons, bound for with a crew of persons *d* and pilgrims and laden with a cargo of is at the time of leaving this port in a satisfactory sanitary condition; and that no case of cholera or infectious disease dangerous to life exists among the officers, passengers, pilgrims or crew.

It is further certified that the town and port of are at present free from *e* epidemic cholera, plague, yellow fever and all other dangerous epidemic disease.

---

a His or their.
b Names of sureties.
c To be inserted if there is a Medical Officer.
d Including Officers and able-bodied seamen.
e Or as the case may be.

No. IX.

FORM OF LICENSE TO BE GRANTED TO MEDICAL OFFICERS PROCEEDING IN CHARGE OF PILGRIMS.

The bearer of this , holding a certificate to practise medicine and surgery, from is licensed to have medical charge of pilgrims proceeding, under the provision of the Pilgrim Ships Act, 1895, to . This license holds good for one year from this date.

Dated—

[Here enter seal of office.]

Signature of recipient. Surgeon-General, or Secretary to Surgeon-General in his absence ; Inspector-General of Civil Hospitals, or officer in charge of office ; or Port Surgeon.

NOTE.—In granting this license, preference should be given to medical graduates or licentiates of a University, or other recognised licensing body, provided they are men of good character and of some experience. But, when such are not available, licenses may be granted to those who have passed the final examination of an Indian Vernacular Medical School or who have qualified for the Subordinate Medical Department. It is desirable that the Medical Officer should, if possible, be a Muhammadan.

No. X.

FORM OF MEDICAL OFFICER'S CERTIFICATE.

Certified that I have by careful inspection satisfied myself in regard to the arrangements that have been made in accordance with the requirements of the rules relating to pilgrim ships proceeding to the Hedjaz for the care and comfort of the pilgrims about to be carried in the pilgrim ship proceeding to ; and that I was present with the Inspecting Officer at his final inspection of the arrangements, held on the of 189 .

Date

Medical Officer,

In charge of Pilgrims,

Ship

No. XI.

MEDICAL ADMISSION AND DISCHARGE BOOK.

Serial number of cases.	Name.	Age.	Sex.	Disease or cause of admission.	Dates of			Number of hours or days under treatment.	Remarks.
					Admission.	Discharge or recovery.	Death.		

No. XII.

REGISTER OF DEATHS.

Serial number.	Name.	Age.	Time of occurrence.			
			Date.	Hour.		

APPENDIX N.

FEES LEVIED FROM CANDIDATES EXAMINED FOR CERTIFICATES OF COMPETENCY AS ENGINEERS UNDER ACT VII. OF 1884.

No. $\frac{379}{G.}$ of 1895.

MARINE DEPARTMENT,

BOMBAY CASTLE, 18*th December* 1895.

From the SECRETARY to GOVERNMENT to the SECRETARY, BOMBAY CHAMBER of COMMERCE.

SIR,—I am directed to forward herewith a copy of the papers noted on the margin, relative to a proposal by the Port Officer, Bombay, to increase the fees at present levied from candiates who are examined at this Port for certificates of competency as Engineers under Act VII of 1884, and to request that Government may be favored with an expression of the views of the Chamber on the subject.—I have, &c.,

Letter from the Surveyors to the Port No. 264-S, dated 22nd August 1895, paras. 4 to 6.
Letter from the Port Officer, Bombay, No. 328-S, dated 14th September 1895.

J. DEC. ATKINS, Secretary to Government.

No. $\frac{328}{S}$ of 1895.

STEAM VESSEL SURVEY AND MARINE BOARD OF EXAMINER'S DEPARTMENT.

BOMBAY, 14*th September* 1895.

From the PORT OFFICER, Bombay, to the SECRETARY to GOVERNMENT, Marine Department.

SIR,—With reference to the copy of a letter from the Surveyors of steam ships attached, regarding the inadequacy of the fees for the examination of Engineers, I have the honour to remark that when

the rules published on 8th February 1893, notification No. 12, were submitted a higher scale of fees was submitted for sanction, but the Government of India in Finance and Commerce Department, No. 2540 of June 16th, 1892, in Para. 3, declined to sanction higher fees than are levied in Bengal.

2. The system in Bengal is entirely different, they have examinations twice a quarter and the Examiners are paid fixed fees for their work, and it is immaterial to them what fees are charged to the candidates as they are paid Rs. 32 per diem for their attendance, the fees collected from the candidates being credited to Government.

3. The Examiners compare their fees with those of the Examiners under the Land Boilers Act in Bombay, which are Rs. 50 per diem for examinations held every two months, the certificates granted being of a lower class than those issued from this office.

4. I am not in favour of examinations being held once every two months, and the Chamber of Commerce also objected to that procedure being adopted in Bombay.

5. I am however of opinion that the fees levied from the candidates are not high enough ; they should be increased as follows :—

Second Class Engineer .....Rs. 18-0-0

First Class Engineer ..... ,, 36-0-0

and no reduction should be made if the candidate is in possession of a second class Engineer's certificate.

6. It is a great convenience to candidates being able to come up for examination at any time and as it gives the Examiners very much more trouble to take the candidates daily, there is no reason why they should not pay for the extra convenience given and the fees so fixed are the same as they would have to pay in the United Kingdom.

7. I would suggest that the case may be represented to the Government of India for further consideration and sanction of the proposed fees.—I have, &c.,

MAURICE BEAN, Commander, R. I. M.,
Port Officer, Bombay.

EXTRACT paragraphs 4 to 6, from the letter from the Surveyors to the Port No. 264-S, dated 22nd August 1895.

"4. We have also verbally drawn your attention to the fees for the examination of Engineers and Drivers. As Government do not appear desirous of increasing the fees paid by candidates, we beg to submit that the examinations should be held as now, and that the whole of the fees be credited to the Survey Fund; the examiners to be paid individually at the rate of Rs. 80 per month for their labour and duties in connection therewith, and we are of opinion that the amount named above is not too much for the responsible duties performed.

"5. Regarding the remuneration quoted, you are aware that Mr. Wm. Wilson, Superintending Engineer for the P. and O. S. N. Company in Bombay, was appointed at Bombay as one of the Examiners of Marine Engineers for Certificates of Competency, but as he found after a fair experience that his expenses in connection with attendance as an Examiner exceeded the amount which he received from Government for attending as an Examiner he resigned the appointment; the same gentleman is now appointed as one of the Examiners for granting certificates for Engineers in charge of land boilers and engines.

"6. The examinations for certificates for land boilers and engines are held every two months, and the examiners each receive Rs. 50 per day for every day they attend; the examinations occupy about a week on the average. You will therefore perceive that the remuneration granted to them is more than that granted to us as examiners for sea-going certificates, also that their examinations are held every two months and therefore less work devolves upon them, as one set of questions suffices for either a large or small number of applicants. Another point to which we wish to draw your attention is the following:—A candidate who passes the examination and obtains a first class Engineer's certificate under the marine engineer examiners in Bombay, can, at present, claim a first class certificate from the examiners of land engineers without undergoing any further examination. The reverse of this is not the case, as an Engineer holding a first class certificate granted by the examiners for Land Engineers has to go to sea for *twelve months* before he is qualified and can present himself to be examined for a second class marine Engineer's certificate of competency. We do not in any way infer that the examiners for the granting of land certificates are inferior either in

knowledge or ability, or that the remuneration they receive for their services is too great in return for their arduous and responsible duties. We only wish to point out to you that we have more work and less pay in connection with the examination of candidates for certificates of competency as engineers than the examiners of land engineers, without taking into consideration the fact that the certificates granted by us are superior to those granted by the examiners for land engineers.

We therefore beg to emphatically protest against the remuneration granted to us by Government as examiners of marine engineers, as we are decidedly of opinion that we should receive at least quite as much for our services as the examiners of land engineers as we have conclusively shown that, firstly, our certificate is superior to theirs, and, secondly, that the amount of work entailed upon us is greater than devolves upon them, and much more of our time is taken up by candidates as the examinations are held at present, and to which we have already drawn your attention."

BOMBAY CHAMBER OF COMMERCE, *2nd April* 1896.

The SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—I have laid before the Committee of the Chamber your letter No. 379 of 18th December 1895, with accompaniments, having reference to a proposal to increase the scale of fees levied from candidates who are examined at this Port for certificates of competency as engineers under Act VII. of 1884.

2. The Committee are of opinion that the examiners for these certificates have good grounds for asking that their services should be remunerated on the same scale as examiners for the granting of certificates to land engineers, but they would deprecate this increase in their fees being made up by the levy of any extra charge on candidates

offering themselves for examination, as they consider the charges now made of Rs. 24 for candidates for first class and Rs. 12 on candidates for second class certificates already sufficiently high, and that any serious enhancement, such as doubling the scale as proposed by the Port Officer, would be likely to cause dissatisfaction, if it did not even deter candidates from coming forward.

3. The Committee of the Chamber would accordingly respectfully suggest that the fees to examiners for certificates of competency under Act VII. of 1884 should be augmented to the level of examiners for land engineers' certificates, out of Government funds, without any extra charge being made to candidates.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 182 of 1896.

MARINE DEPARTMENT,
BOMBAY CASTLE, 28*th August* 1896.

From the SECRETARY to GOVERNMENT to the SECRETARY, BOMBAY CHAMBER of COMMERCE.

SIR,—Referring to your letter dated 2nd April 1896, I am directed to inform you that Government propose to refer the question of raising the fees for the examination of marine engineers and of masters and mates and the other subsidiary questions discussed in the correspondence to a small Committee consisting of the Port Officer, Bombay, and two other members, one representing the Chamber of Commerce and the other the Port Trust, and to request that if the Chamber see no objection, they will be so good as to depute a representative to confer with the Port Officer and submit joint proposals. A copy of Government Resolution No. 182, dated 28th instant, on the subject is herewith forwarded for information.—I have, &c.,

J. DE C. ATKINS, Secretary to Government.

No. 182.

MARINE DEPARTMENT,
BOMBAY CASTLE, *28th August* 1896.

Letter from the Port Officer, Bombay, No. 328-S., dated 14th September 1895.

Letter from the Port Officer, Bombay, No. 379-S., dated 2nd October 1895.

Report by the Accountant General, No. L. F.—21563, dated 13th November 1895.

Memorandum to the Port Officer, Bombay, No. 723-M., dated 20th November 1895.

Letter from the Port Officer, Bombay, No. 488-S., dated 21st November 1895.

Letter to the Secretary, Bombay Chamber of Commerce, No. 379-G., dated 13th December 1895.

Letter to the Collector of Land Revenue, Customs and Opium, No. 82-G., dated 3rd March 1896.

Letter from the Collector of Land Revenue, Customs and Opium, No. B. I.—1187, dated 21st March 1896.

Letter to the Secretary, Bombay Chamber of Commerce, No. 119-G., dated 27th March 1896.

Letter from the Secretary, Bombay Chamber of Commerce, dated 2nd April 1896.

Letter to the Port Officer, Bombay, No. 242-G., dated 23rd June 1896.

"With reference to your letter No. 328-S., dated 14th September 1895, bringing to notice that the fees levied from candidates for certificates of competency as engineers are not sufficient to remunerate the examiners, and proposing an increase to the fees, I am directed to state that, on consideration, his Excellency the Governor in Council is of opinion that the difficulty might be met by the introduction at this Port of a system of periodical examinations, while at the same time candidates who found it inconvenient to appear on the fixed dates would be allowed to present themselves for examinations at any time.

as at present. The dual system proposed would probably relieve the examiners of much of the extra trouble and labour they complain of, and it would no doubt be satisfactory to the mercantile marine community as well. Under this system the fees for the periodical examinations would be the same as those now charged, while for the special examinations it is proposed to adopt the fees originally suggested to the Goverment of India, viz. :—

	Rs.
Second Class Engineer	15
First Class Engineer	30
First Class Engineer (if candidate is already in possession of a Second Class Certificate) ...	15

in preference to those suggested in your letter No. 328-S., dated the 14th September 1895, which appear unnecessarily high.

"2. I am desired to request that you will favour Goverment with your views on the above scheme, suggesting also the intervals at which the periodical examinations should take place.

"3. I am also to enquire whether there is any objection to the proposed system being followed in holding examinations for certificates as masters and mates."

Letter from the Port Officer, Bombay, No. 890-s., dated 16th July 1896.

"The system of periodical and special examinations proposed is the same as that now in force in Calcutta sanctioned by the Government of India, but the fee which it is proposed to sanction of Rs. 15 for the special examination, instead of Rs. 32 for each examiner as is paid at Calcutta, does not appear to be sufficient. If Government wish to introduce the Bengal system in Bombay, it should be adopted entirely.

"2. At Calcutta for a periodical examination the fees paid by the candidates are the same as at Bombay, but the examiners for masters, mates and engineers are paid Rs. 32 each for the examination, not per diem, as wrongly stated in my previous letter.

"3. The fees paid by a candidate in Calcutta for a special examination are Rs. 32 for each of the three examiners and the ordinary fees in addition, *vide* replies from the Port Officer, Calcutta, Nos. 2576 and 2577, dated 6th July 1896, attached.

"4. If there are more than one candidate the cost of the special fee (Rs. 96) is divided amongst the candidates, each candidate paying the ordinary fees also.

"5. The fees are credited to Government who pay the examiners from the general revenues, the rules for masters and mates are the same as above as regards the special examination, except that, four examiners are paid Rs. 32 each.

"6. I consider the Calcutta special fees are very high and deter candidates from asking for the special examination, and it will be seen from the statement attached, that only 12 Colonial certificates as engineers were issued at Calcutta compared with 54 at Bombay.

"7. The number of inland certificates issued at Calcutta is very much larger than at Bombay, as we have very few inland vessels here, but the larger number of Colonial certificates shows, in my opinion, how much more popular the Bombay system is with the Colonial candidates, who can choose their port of examination, which the inland men cannot do.

"8 The reasons against having examinations at fixed periods has been gone into thoroughly before, *vide* the Port Officer's letter No. 1233-S., dated 27th February 1890, and the Bombay Chamber of Commerce has also reported against it in their letter dated 14th July 1892.

"9. As regards the examination of masters and mates the same reason exists against any alteration in the present system, which has worked so well for so many years, but the reason for increasing the fees are stronger in this case, as the number of examiners is 4 against 3 for the engineers, and I would propose that the fees for masters and mates should also be increased as follows :—

	Present fee.	Proposed fee.
	Rs.	Rs.
Second Mate	12	18
First or Only Mate (if possessing Second Mate's Certificate)	6	9
If not	12	18
Master	24	36

which will make them the same as those proposed for engineers.

"10. I am not in favour of adopting the Bengal system of examination, as I consider our system is much more favourable (which is also the opinion of the Chamber of Commerce as expressed in their letter quoted above) to the candidates, but I consider our fees to be much too low at present.

"12. I am decidedly against the Examiners being paid a fixed monthly fee, as they would then have no inducement to put themselves out to meet the convenience of candidates.

"12. It might be advanced as a reason for increasing the fees that all the examinations are special at Bombay.

"13. With regard to the examinations there is another matter I should like to bring to notice—

(a) The expenses for printing, &c., connected with the examination of masters, mates and engineers, are now debited to the Steam Vessels Survey Fund in accordance with Government Resolutions, Marine Department, No. 172 of 23rd June 1892.

(b) The expenses of the Steam Vessel Survey Fund now exceed the revenue as already pointed out in my letter No. 3167-s., dated 23rd November 1893.

(c) It does not appear to me right that these expenses should be paid by the Steam Vessel Survey Fund, and I would suggest for consideration that they should be charged to the Provincial Revenues, which have an annual saving of Rs. 35,000 from the Shipping Office, and it seems a proper charge against the revenue from that office which is collected from the Merchant Shipping."

RESOLUTION.—Government consider it would be advisable that the question of raising the fees for the examinations of Marine Engineers and of Masters and Mates and all the subsidiary questions arising in the correspondence on the subject, should be considered by a small Committee consisting of the Port Officer, and two other members, one representing the Chamber of Commerce and the other the Port Trust.

2. If the fees are to be raised at all, the question will arise whether all the expenses of the examination, including printing and other miscellaneous charges, should not be met from them.

3. The Chamber of Commerce and the Port Trustees should be asked, if they see no objection, to depute representatives to confer with the Port Officer on this subject and make joint proposals. The report should be sent in to Government not later than the 1st October next.

J. DEC. ATKINS, Secretary to Government.

To

The Port Officer, Bombay,
The Accountant General,
The Chairman, Bombay Port Trust,
The Secretary, Bombay Chamber of Commerce (by letter),
The Financial Department of the Secretariat.

BOMBAY CHAMBER OF COMMERCE, 11*th September* 1896.

The SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—I have the honor to acknowledge the receipt of your letter No. 182 of the 28th ultimo, with its accompaniments, with regard to the question of raising the fees for the examination of marine engineers and of masters and mates.

In response to your request the Committee of the Chamber of Commerce have much pleasure in deputing Mr. I. M. Shields, Superintendent of the P. & O. S. N. Company, to represent the Chamber on the Committee appointed by Government for the purpose of considering the matter.—I have, &c.,

A. F. BEAUFORT, Chairman.

BOMBAY CHAMBER OF COMMERCE, *4th January* 1897.

I. M. SHIELDS, Esq.

DEAR SIR,—With reference to the Committee appointed by Government a short time ago (on which you were deputed to act as a member on behalf of the Chamber) for the purpose of considering the question of the fees levied from candidates examined for certificates of competency as engineers under Act VII of 1884, I am directed to request the favour of being informed whether the report of this Committee has been submitted to Government, and if so to ask you to favour the Chamber with a copy thereof.—I am, &c.,

JOHN MARSHALL, Secretary.

PENINSULA AND ORIENTAL STEAM NAVIGATION COMPANY,
BOMBAY, *5th January* 1897.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am in receipt of your letter of yesterday's date, and have the pleasure to hand you herewith copy of the report of the Committee appointed by Government in August last to consider the question of fees levied from candidates examined under Act VII of 1884 for certificates of competency as mates and engineers, and other matters connected therewith. The resolution of Government dealing with the report is annexed, and it will be seen that no alteration is to be made in existing arrangements.

The result is somewhat discouraging, and I understand a keen disappointment is felt by the examiners, as it cannot be denied that the fees are low and incommensurate with the extra labour entailed on the examiners compared with the great convenience afforded to candidates by the system of daily examinations as compared with the periodical examinations in force at Calcutta.—I am, &c.,

I. M. SHIELDS, Superintendent.

No. $\frac{1025}{S.}$

PORT OFFICE,
BOMBAY, *30th September* 1896.

To the SECRETARY to GOVERNMENT, Marine Department.

SIR,—In accordance with Government Resolution, Marine Department, No. 182, dated 28th August 1896, we have the honor to report that we assembled at the Port Office on 25th September 1896, to discuss the question of raising the fees, &c., for the examination, &c., of masters, mates and engineers, and beg to recommend as follows :—

2. That the examinations should continue as at present to be held daily whenever candidates present themselves, as the examinations at fixed intervals would be very inconvenient to candidates and would often necessitate their leaving their vessels to come up for examination.

3. We consider that the fees are at present too small and recommend their being raised.

4. We are also of opinion that the first mates and first class engineers fees should not be reduced, if they hold certificates of a lower grade as is now the rule.

5. We propose that the fees should be as follows :—

Second Mate...	...Rs. 15
First or Only Mate...	... „ 15
Master	... „ 30
2nd Class Engineer...	... „ 15
1st Class Engineer	... „ 30

6. We are of opinion that the whole of the fees should be paid as at present to the examiners, as we consider that it would be very unfair to deduct the cost of printing, &c., from the fees. For instance, in the year 1892 the expenses amounted to nearly half the receipts of masters and mates fees.

7. We recommend that the cost of printing and other contingencies connected with the examinations should be met from Provincial revenues.

8. The Board of Trade examinations are conducted by one engineer examiner only who is an officer of the same class and qualifications as the surveyors at this Port. We, therefore, consider that one engineer examiner should be sufficient to examine a candidate; that it is unnecessary to have two examiners present at the same time.

9. It will be convenient, however, to have two examiners gazetted who could take candidates in turns; this will relieve the examiners considerably and interfere less with their own duties as surveyors.—I have, &c.,

MAURICE BEAN, Commander, R. I. M.,
Port Officer, Bombay.

I. M. SHIELDS, Superintendent, P. & O. Co.
R. G. CURRIE, Agent, Mackinnon, Mackenzie & Co.

No. 240.

MARINE DEPARTMENT,
BOMBAY CASTLE, *2nd November* 1896.

Letter from the Port Officer, Bombay, No. $\frac{1025}{S.}$, dated 30th September 1896.

Submits the report of the Committee appointed under Government Resolution No. 182, dated 28th August 1896, to consider the question of raising the fees for the examination of marine engineers and of masters and mates, and other subsidiary matters.

RESOLUTION.—The Port Officer, Bombay, should be informed that Government are not prepared to alter the present arrangements.

J. DE C. ATKINS, Secretary to Government.

APPENDIX O.

AMENDMENT OF THE FORM OF LASCAR AGREEMENT.

No. 983 S. R.

STATISTICS AND COMMERCE.
Commerce and Trade.
Merchant Shipping.

RESOLUTION.

28*th February* 1896.

READ—

Financial Despatch to the Secretary of State for India, No. 200, dated the 23rd July 1895, and enclosures, making proposals for the amendment of the first clause of the Form of Lascar Agreement.

Despatch from the Secretary of State for India, No. 138 (Revenue), dated the 12th December 1895, and enclosures.

The first clause of the Form of Agreement, which it is now proposed to alter, was settled in 1886, by Her Majesty's Government in consultation with the London and Liverpool Shipping Companies, the officials of the Board of Trade, and the Superintendents for Transfers of Lascars. The Government of India, therefore, when proposals were made for the amendment of the clause, considered it proper to refer them to the Secretary of State in order that Shipping Companies and the officials who are charged with the interests of lascars in the United Kingdom should be given the opportunity of expressing an opinion on the effect of the proposals. The proposals were as follow:—

(1) to remove any limits within which lascars may serve on the west coast of America;

(2) to remove the southern limit on the east coast of America while retaining the proviso relating to voyages round Cape Horn;

(3) to extend the northern limit on the east coast of America from 38 to 43 degreees north latitude, so as to include the port of Boston within the limit within which lascar crews may be engaged to serve during winter;

(4) to delete the words "belonging to the same company";

(5) to alter the words "any other vessels" to "any other steamer";

(6) to substitute "seamen" for "sailors" in the Form of Agreement wherever the word occurs.

2. From the replies received it appears that the great majority of the authorities consulted are in favour of the alterations numbered (1), (2), (4), and (6). But the majority of them and especially the Superintendents of Lascar Transfers are against any alteration that will permit of lascars being sent to ports on the east coast of America north of 38 degrees during the winter months. Her Majesty's Secretary of State for India supports this objection.

3. With regard to the fifth proposal some of those consulted remark that the word "vessel" is preferable to the word "steamer," because it might happen that it would be necessary to transfer the lascars to a sailing ship and the firemen and trimmers to steamers where the sailors would not be required.

RESOLUTION.—Having regard to the opinions stated above, the Governor General in Council does not consider it expedient that the third and fifth proposals should be proceeded with. The other alterations should be carried into effect, and His Excellency in Council accordingly directs, under section 27 (1) (*a*) of Act V of 1883, that the first clause of the Form of Agreement signed by Indian seamen engaging for voyages to foreign countries should be modified as shewn below:—

PRESENT CLAUSE.	NEW CLAUSE.
The several persons whose names are hereto subscribed and whose descriptions are contained on the other side of the sheet or sheets and of whom are engaged as sailors, hereby agree to serve on board the ship or any other vessel belonging to the same Company to which they may be legally transferred, in the several capacities expressed against their respective	The several persons whose names are hereto subscribed and whose descriptions are contained on the other side of the sheet or sheets and of whom are engaged as seamen, hereby agree to serve on board the ship or any other vessel to which they may be legally transferred, in the several capacities expressed against their respective names, on voyages from

names, on voyages from to any other ports or places within the limits of 60 degrees North and 50 degrees South Latitude, trading to and fro, as the nature of the Company's service or employment may require, for any period not exceeding months, and finally to be discharged at within the said months from the date of this Agreement :

Provided always that during the said period of 12 months between the 1st day of October in one year and the 31st day of March in the succeeding year, the said crew shall not be bound to serve on voyages to any port in the Baltic or any port in America north of 38 degrees North Latitude, and between the 1st day of April and the 30th day of September south of 38 degrees South Latitude, and provided also that, save under special agreements voluntarily undertaken, the said crew shall not be bound to serve on a voyage round Cape Horn.

to any other ports or places within the limits of 60 degrees North and 50 degrees South Latitude, trading to and fro, as the nature of the service or employment may require, for any period not exceeding months, and finally to be discharged at within the said months from the date of this Agreement :

Provided always that during the said period of months between the 1st day of October in one year and the 31st day of March in the succeeding year, the said crew shall not be bound to serve on voyages to any port in the Baltic or any port on the east coast of America north of 38 degrees North Latitude ; and provided also that, save under special agreements voluntarily undertaken, the said crew shall not be bound to serve on a voyage round Cape Horn.

ORDERED, that the foregoing Resolution be forwarded to the Governments of Madras, Bombay, and Bengal, and the Chief Commissioner of Burma, in continuation of No. 3457, dated the 19th July 1895.

Ordered also, that the Resolution be published in the *Gazette of India*.

APPENDIX P.

RULES UNDER THE DECK AND LOAD LINES ACT.

No. 83.

BOMBAY CASTLE, *5th August* 1896.

In exercise of the power conferred by Section 40, sub-sections (1) and (2) of the Indian Merchant Shipping Act (VII of 1880), as amended by the Deck and Load Lines Act (XVII of 1891), and with the previous sanction of the Governor General in Council, the Governor in Council is pleased to make the following rules, and notice is hereby given that the rules will be brought into operation on the expiration of three months from the date of their publication :—

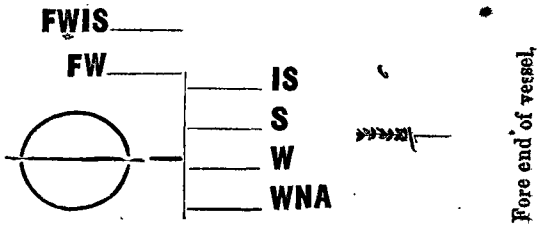
RULES AS TO LOAD LINE MARKS, SEASONS, CERTIFICATES, DRAUGHT OF WATER AND FREEBOARD.

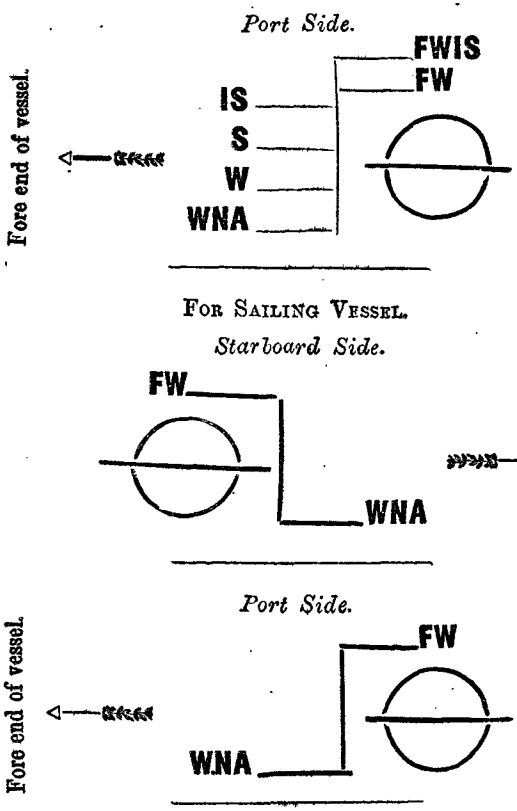
1. The lines to be used in order to indicate the maximum load line under different circumstances and at different seasons shall be nine inches in length and one inch in thickness, and the maximum load line shall be the upper edge of each of such lines.

2. The said lines shall be horizontal lines marked on both sides of the ship, extending from and at right angles to a vertical line marked twenty-one inches forward of the centre of the disc. The maximum load line in fresh water shall be marked abaft such vertical line and the maximum load lines in salt water shall be marked forward of such vertical line, as shown in the following diagrams :—

FOR STEAMER.

Starboard Side.





The arrow (◁——) points in the direction of the vessel's head.

The provisions of the Indian Merchant Shipping Act, 1880, Chapter II, shall have effect as if any such maximum load line were drawn through the centre of the disc.

3. Such maximum load lines shall be as follows, namely :—

For fresh water Indian summer,
" fresh water,
" Indian summer (Indian fair weather season),
" summer (Indian foul weather season),
" winter,
" winter, North Atlantic,

and shall be distinguished by initial letters permanently and conspicuously marked opposite such horizontal lines as aforesaid, such initial letters being as follows :—

F.W.I.S.—Fresh water, Indian summer.
F.W.—Fresh water.
I.S.—Indian summer (Indian fair weather season).
S.—Summer (Indian foul weather season).
W.—Winter.
W.N.A.—Winter, North Atlantic.

The upper edge of the horizontal line passing through the centre of the disc shall always indicate the summer freeboard in salt water.

4. Steam-ships shall be marked with such of the horizontal lines as aforesaid as are applicable to the nature of their employment, and sailing ships shall be marked with such of the above-mentioned lines, in addition to the summer load line, as indicate the maximum load line for fresh water and for North Atlantic winter, but sailing ships engaged solely in the coasting trade shall only be marked, in addition to the Indian Summer and summer load line, with the line indicating the maximum load line in fresh water.

5. The said disc, and the lines, or marks, to be used in connection therewith, shall be painted white or yellow on a dark ground, or black on a light ground, and the position of the disc, and of each of the lines, shall, in the case of iron and steel vessels, be permanently marked by centre punch marks, and shall, in the case of wooden vessels, be sunk for their breadths into the planking a depth of not less than one-quarter of an inch.

A diagram showing the distance in feet and inches from the deck line to the centre of the disc and the relative position of the other lines shall be issued with and as a part of the certificate of approval (or alteration) of the load line.

6. Application for a certificate of approval of the position of the disc or any alteration thereof shall be made to the Port Officer of Bombay by the owner or agent in the form marked L.L.(1 in the schedule hereto annexed, and the application shall be accompanied by the prescribed fee. After survey a certificate shall be issued by the Port Officer in duplicate in the form in the schedule hereto annexed, which is applicable to the case ; one part shall be delivered to the applicant, and the other part shall be recorded by the Port Officer.

The managing owner, agent or master shall also forthwith, on the delivery to him or his agent of any such certificate as aforesaid, cause the same to be framed and put up in some conspicuous part of the ship so as to be visible to all persons on board the same, and shall cause it to be continued so put up so long as such certificate remains in force and such ship is in use.

On a certificate of approval ceasing to have effect, application shall at once be made by the registered managing owner of the ship for the granting of a new certificate of approval, and the old certificate shall be delivered up to the Government who issued and who shall cancel the same.

7. The master of every British or British Indian ship shall, before she leaves any port in India for the purpose of proceeding to sea, enter in the official log all the particulars stated in the certificate so issued as aforesaid if not previously entered.

8. For the purpose of these rules the following periods shall mean 'Indian summer' (fair weather season), and 'summer,' respectively :—

	Fair Season (Indian Summer.)	Summer.
(*a*) Bay of Bengal, east of Tuticorin.	15th November to 25th May.	26th May to 14th November.
(*b*) West Coast : Sind, Bombay and Malabar.	1st September to 25th May.	26th May to 31st August.

The seasons as prescribed should have reference to the 'nature of the voyage' in all cases.

9. The following rules are prescribed with respect to certificates of approval and their duration :—

(*a*) As regards iron and steel ships, whether classed or unclassed, and classed wooden ships, the certificate shall cease to have effect if and so soon as the class of the ship (if classed) is either changed or withdrawn or if and so soon as any deterioration has taken place in the structural condition of the ship, whether classed or unclassed. Such certificate shall be in one of the forms L.L. 2 or L.L. 3 in the schedule hereto, as the case may be.

(*b*) As regards unclassed wooden ships which have been opened out for survey, the certificate shall be granted for a fixed

time varying with the age and condition of the ship at the expiration of which it shall cease to have effect. Such certificate shall be in the form L.L. 3A in the schedule hereto.

(c) As regards unclassed wooden ships which have not been opened out for survey, no limit of time shall be imposed in the certificate, which shall be in the form L.L. 3B in the schedule hereto.

10. For the purpose of these regulations the expression 'amidships' shall mean the middle of the length of the load water line as measured from the fore side of the stem to the aft side of the stern post.

Officers entrusted with assignment of Freeboard and the survey of vessels reported to be overladen will be guided by the Tables of Freeboard issued by the Board of Trade and as modified or supplemented by the Board from time to time.

SCHEDULE.

FORM L.L. 1.

Application for Certificate of Approval of the Position of a Load-Line Disc under the provisions of the Indian Merchant Shipping Act (VII of 1880), as amended by the Deck and Load Lines Act (XVII of 1891).

Application is hereby made to the Port Officer for a certificate of approval of the position [or alteration of the position] of a load line disc on the Official No. [The vessel is classed in] is not classed].

The vessel is (is not) intended to be employed in the North Atlantic trade.

No previous application has been made for a certificate of approval of the position [or alteration of the position] of a load-line disc on this vessel to any other authority appointed in accordance with the Indian Merchant Shipping Act (VII of 1880) as amended by the Deck and Load Lines Act (XVII of 1891) [except in respect of a previous certificate dated , which has expired (or ceased to have effect)].

Dated this day of 18

Managing Owner (Agent).

FORM L.L. 2.

Certificate of Approval of the Position [or alteration of the position] of the Disc on the steamship " ," Official No. , in pursuance of the Indian Merchant Shipping Act (VII of 1880), as amended by the Deck and Load Lines Act (XVII of 1891).

[I, , a Surveyor employed by , and specially authorized by in this behalf]

[*or* I, , an officer of the Government of] have approved on behalf of the Government of the position [or alteration of the position] of the disc on the steamship [*or* ship] " ," Official No. , and hereby certify that the centre of such disc is placed at feet inches below the deck line marked under the provisions of the Merchant Shipping Act, 1876, [Indian Merchant Shipping Act, 1880.]

This certificate is to remain in force only so long as the vessel remains in her present class, if classed, and no material deterioration has taken place in her present structural condition, whether classed or unclassed.

Dated this day of 18 .

(Signed).

FORM L.L. 3.

Certificate of Approval of the Position [or alteration of the position] of the Disc on the sailing ship " ," Official No. , in pursuance of the Indian Merchant Shipping Act (VII of 1880) as amended by the Deck and Load Lines Act (XVII of 1891).

[I, , a Surveyor employed by , and specially authorized by in this behalf]

[*or* I, , an officer of the Government of have approved, on behalf of the Government of , the position [or alteration of the position] of the disc on the steamship [*or* ship] " ," Official No. , and hereby certify that the centre of such disc is placed at feet inches below the deck line marked under the provisions of the Merchant Shipping Act, 1876. [Indian Merchant Shipping Act, 1880.]

This certificate is to remain in force only so long as the vessel remains in her present class, if classed, and no material deterioration has taken place in her present structural condition, whether classed or unclassed.

Dated this day of 18 .

(Signed).

POSITION OF LINES TO BE USED IN CONNECTION WITH THE DISC.

Maximum load-line in fresh water, Indian summer, feet inches above the centre of the disc.

Maximum load-line in fresh water, feet inches above the centre of the disc.

Maximum load-line in winter, North Atlantic, feet inches below the centre of the disc.

NOTE.—In accordance with the rules made by the Government of India the disc and lines must be permanently marked by centre punch marks or cutting, and the particulars given in this certificate are to be entered in the official log. This certificate must also be framed and put up in some conspicuous part of the ship.

If, and so soon as the class of the ship, if classed, is either changed or withdrawn, or if and so soon as any deterioration takes place in the structural condition of the ship, whether classed or unclassed, this certificate will be cancelled, and must be delivered to the Government for that purpose, and the owner will then be entitled to apply either to the original load-line authority or to any other load-line authority approved by the Government, for a new certificate.

L. L. 3A.

Certificate of Approval of the Position [Alteration of the position, of the Disc, on the sailing ship " ," Official No. in pursuance of the Merchant Shipping Act, VII of 1880, as amended by the Deck and Load Lines Act, XVII of 1891.

The [ ]. [

[I, , an officer of Government] have approved, behalf of the Government, the position [or alteration of the position of the disc on the sailing ship " ," Official No. , and hereby certify that the centre of such disc is placed at feet inches below the deck line marked under the provisions of the Merchant Shipping Act, 1876.

[Indian Merchant Shipping Act, 1880].

This certificate is to remain in force until the day of 18 , and no longer.

Dated this day of 18 .

(Signed)

POSITION OF LINES TO BE USED IN CONNECTION WITH THE DISC.

Maximum load-line in fresh water Indian Summer feet inches above the centre of the disc.

Maximum load-line in fresh water, feet inches above the centre of the disc.

Maximum load-line in winter, North Atlantic, feet inches below the centre of the disc.

NOTE.—In accordance with the regulations made by the Government, the disc and lines must be permanently marked by centre punch marks or cutting, and the particulars given in this certificate are to be entered in the official log. The certificate must also be framed and put up in some conspicuous part of the ship.

From and after the said day of 18 , this certificate will be cancelled and must be delivered to the Government for that purpose, and the owner will then be entitled to apply either to the original load-line authority, or to any other load-line authority approved by the Government, for a new certificate.

L.L. 3B.

Certificate of Approval of the Position [Alteration of the position] of the disc on the sailing ship " " Official No. , in pursuance of the Merchant Shipping Act, 1876 [Indian Merchant Shipping Act, 1880].

The [ ] [ ]

[I, , an officer of the Government] have approved, on behalf of the Government, the position [or alteration of the position] of the disc on the sailing ship " " Official No. , and hereby certify that the centre of such disc is placed at feet inches below the deck line marked under the provisions of the Merchant Shipping Act, VII of 1880.

This certificate is to remain in force as long as the vessel remains in her present class, if classed, and no material deterioration has taken place in her present structural condition whether classed or unclassed;

Dated this day of 18 .

(Signed)

POSITION OF LINES TO BE USED IN CONNECTION WITH THE DISC.

Maximum load-line in fresh water, Indian Summer feet inches above the centre of the disc.

Maximum load-line in fresh water, feet inches above the centre of the disc.

Maximum load-line in Indian fair weather season, feet inches above the centre of the disc.

Maximum load-line in summer the centre of the disc.

Maximum load-line in winter, or Indian foul weather season, feet inches below the centre of the disc.

Maximum load-line in North Atlantic winter, feet inches below the centre of the disc.

NOTE.—In accordance with the rules made by the Government, the disc and lines must be permanently marked by centre punch marks or cutting, and the particulars given in this certificate are to be entered in the official log. The certificate must also be framed and put up in some conspicuous part of the ship.

No. 138.

BOMBAY CASTLE, 14*th December* 1896.

In exercise of the powers conferred by sub-Section (1) Section 40 of the Indian Merchant Shipping Act, 1880, as amended by Section 4 of the Deck and Load Lines Act, 1891, and with the previous sanction of the Governor General in Council, the Governor in Council is pleased to amend the forms given in Government Notification No. 83, dated 5th August 1896, and published at page 812 of the Bombay Government Gazette for 1896, Part I, as follows :—

(1.) In the fourth line of the position of lines in Form L. L. 3 B. after the word "Summer" insert the words "or Indian foul weather season."

(2.) In the fifth line of Form L. L. 3 B. after the word "Winter" omit the words "or Indian foul weather season."

(3.) In Form L. L. 2 at foot thereof insert the position of lines as follows :—

Position of lines to be used in connection with the disc.

Maximum load-line in fresh water, Indian Summer feet inches above the centre of the disc.

Maximum load-line in fresh water feet inches above the centre of the disc.

Maximum load-line in Indian fair weather season, feet inches above the centre of the disc.

Maximum load-line in summer (Indian foul weather season), the centre of the disc.

Maximum load-line in winter feet inches below the centre of the disc.

Maximum load-line in North Atlantic Winter feet inches below the centre of the disc.

NOTE.—In accordance with the rules made by the Government the disc and lines must be permanentiy marked by the Centre punch marks or cutting, and the particulars given in this Certificate are to be entered in the Official Log. The Certificate must also be framed and put up in some conspicuous part of of the ship.

BOMBAY CHAMBER OF COMMERCE, 13*th August* 1896.

The SECRETARY, CHAMBER of SHIPPING of the UNITED KINGDOM, London.

DEAR SIR,—Referring to my letter of 16th November 1894, I now beg to wait upon you with the accompanying copy of rules published by Government under the Deck and Load Lines Act, to come into force from 5th November 1896. It will be noticed that in accordance with this Chamber's recommendation the 25th May has been fixed for the termination of the fair season or Indian Summer on the West Coast.—I am, &c.,

A. F. BEAUFORT, Chairman.

APPENDIX Q.

INSPECTION AND REGULATION OF MINES IN INDIA.

No. 8839 A OF 1896.

REVENUE DEPARTMENT,
BOMBAY CASTLE, *9th November* 1896.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward the accompanying copies of the Resolution of the Government of India, Department of Revenue and Agriculture (Geology and Minerals) No. 10-7-10, dated 9th October 1896 and of the pamphlet accompanying it, on the subject of the proposed legislation for the inspection and regulation of mines in India, and to request that you will be so good as to favour Government with any remarks the Chamber of Commerce may wish to offer on the subject.—I have, &c.,

G. S. CURTIS, Under-Secretary to Government.

No. $\frac{10}{7-10.}$

EXTRACT from the Proceedings of the Government of India in the Department of Revenue and Agriculture (Geology and Minerals), No. $\frac{10}{7-10}$, dated 9th October 1896.

Read again—

1. Resolution of the Government of India, No. 8-26—13, dated 7th May 1895, appointing a Committee to consider and advise upon the regulation by Government of Mines in India.

Read also—

2. Letter from the Government of Bengal, No. 48 (Marine), dated 8th January 1896, forwarding the Report of the Committee and the draft Mines Act and draft General Rules framed by them.

3. Letter from the Director, Geological Survey of India, No. 189, dated 13th February 1896, forwarding a Memorandum by Mr. James Grundy, Inspector of Mines to the Government of India, containing his remarks upon the draft Act and draft Rules.

4. Annual Report of the Inspector of Mines for the year ending 30th June 1895.

RESOLUTION.

The question of the inspection and regulation of mining operations in India has been under the consideration of the Government of India for many years past, and has formed the subject of several references to Local Governments. No action was taken upon the early proposals for legislation; but in 1890 the question was again raised by Lord Cross, then Secretary of State, who forwarded a copy of the Proceedings of the Berlin Conference of 1890, and asked the Government of India to consider the advisability of undertaking legislation for the inspection of mines and for the regulation of the employment therein of women, young persons, and children. After considering the views of Local Governments upon this question, the Government of India decided that before taking any action it was advisable to obtain a fuller knowledge of the conditions of labour in Indian mines; and for this purpose Mr. Grundy, one of Her Majesty's Inspectors of Mines in England, was appointed to inspect Indian mines and to report what regulations he would recommend for the protection of the miners. Mr. Grundy's first report for the year ending the 30th June 1894 satisfied the Government of India that some regulation of the working and sanitation of mines was necessary, though they preferred to take no action upon his recommendations regarding female and child labour until they were in possession of his views based upon a wider experience of the country generally. A Committee was therefore appointed, consisting of Mr. Williams, I. C. S., as President, and of two members nominated by the Bengal Chamber of Commerce and the Indian Mining Association respectively, one representative of native coal-mine owners, and the Inspector of Mines. They were requested to frame general rules applicable to all mines; to frame special skeleton rules to be applied to individual mines or groups of mines; and to specify the heads on which legislation was desirable and the provisions which they would suggest under each.

They were also instructed that the end desired was, to afford full protection to the mining population in all matters in which they have a reasonable claim to protection; to limit interference as far as may be possible consistent with the attainment of that object; and to pay due regard to the interests of small mines and of native mine-owners.

2. The Government of India have now considered the report of the Committee, and they congratulate its members on the successful manner in which they have accomplished the difficult task of steering

a wise course between overinterference on the one hand and insufficient protection to the workmen on the other. They are unable to accept the proposition put forward by Kumar Dakhineshvar Malia in his note of dissent, that no mining regulation is yet needed. The two reports by Mr. Grundy furnish abundant evidence to the contrary; and the Government of India regard the fact that definite proposals for such regulation have been framed by a Committee on which the Bengal mining industry at any rate was strongly represented, with no protest or dissent save by a single member, as an indication that the necessity for some such action is now generally accepted by those who are most closely concerned in the matter.

3. At the same time the Government of India recognise the force of the Kumar's contention that the proposed rules might, if applied to them in their entirety, press hardly upon the owners of the smaller mines which are numerous in some parts of India, and with the circumstances of which it is believed that no other member of the Committee had any minute acquaintance. Indeed the most difficult portion of the problem to be solved, and the one in the solution of which the Committee have been able to afford Government less information and help than in other matters, is how to relax in favour of small mines the regulations which are essential in the case of large ones, so as to prevent their being ruinously burdensome, and at the same time to secure the necessary protection to their workmen. The Act being in the main an empowering Act, the Government of India agree with the Committee that the definition of "mine given in section 2 (1) of the draft, broad and comprehensive as it is, should stand; the necessary relaxations and exemptions being provided for empowering sections, and in the rules which can easily be altered at any time as experience of their working is acquired. It is true that it is not desirable to bring a *kankar* pit 11 feet deep under the operation of the Act; but it is no less true that open workings of no very great depth may be so extensive, or carried on under such dangerous conditions, as to require regulation for the safety of the workmen. They think, however, that Open Pits and Quarries should be defined in the Act as distinct from Coal Mines [section 2 (20)] and Mineral Mines [section 2 (21)], thus following the classification of the English Acts, and that different sets of General Rules should be framed for each of these three classes. The distinction between coal and mineral mines followed in England seems to be based upon whether the mine penetrates stratified measures or igneous rocks (see page xix of the appen-

dices to the Committee's report). It does not appear that any mines of the former class, other than coal mines proper, exist at present in India. But it would be well to give power to the Governor General in Council to declare that any mine or description of mines falls within the definition of section 2 (20) for the purposes of the Act, and to the Local Government to decide conclusively to which class any particular mine belongs.

4. The classification of mines being thus provided for, very wide powers of exemption will be required; and the more so, because the Committee have included in their General Rules many matters that are in England dealt with by Special Rules applying only to individual mines or groups of mines. They were probably wise in doing so, since Special Rules will take some time to establish, and Indian mines are in an earlier stage, and therefore probably more uniform in their conditions than English mines. In the first place, the Government of India think that all mines—

(1) in which not more than 50 persons are employed below-ground during any 24 consecutive hours; and

(2) in which not more than 100 persons in all are employed at any one time; or

(3) in which, being wholly open workings, not more than 200 persons are employed at any one time;

might be exempted at once from the operation of the greater number of the General Rules. They are of opinion that *all* underground mines, however small, which fall within the definition of section 2 (1) of the Draft Bill, and all quarries that are anything more than casual pits, should be subject to some simple rules regarding the fencing of shafts, the security of means (when used) for lifting and lowering workmen, the protection and examination of machinery (when used), the safety of passages and means of access, the use of safety-lamps in the presence of inflammable gas, the examination of working-places, the ventilation of under-ground workings, the use of explosives, and the reporting of serious accidents. They therefore think that the rules noted in the margin as class A should ordinarily apply to all mines without exception; and they are inclined to add to them those enumerated as class B, and perhaps those shown as class C also. But on this point they will

Class A.—33 to 44, 48, 53, 59, 65 (first half only) 67, 84 to 89, 91, 92, 95, 96, 103, 104, 106, 107.

Class B.—31, 49, 60 to 63, 64 (first part only) 66 to 69, 72 to 75, 108, 110, 111, 129, 136.

Class C.—27 (*a*) (with or without the proviso) 27 (*b*), 45, 46, (first part only) 56, 57.

be glad of opinions and advice. They think that the small mines specified above might then be exempted from the remainder of the General Rules; power, however, being reserved to the Local Government to exclude any particular mine, and to the Governor General in Council to exclude any particular class of mines at any time from the benefits of this exemption. Besides this general exemption, the Local Government and the Governor General in Council should have power to exclude mines as above from the operation of any or all of the general rules. Finally, it is suggested that in order to meet the case of *kankar* pits and the like, the District Officer should have power, by written order in each case, to exempt entirely any wholly open workings from the operation of the Act.

The proposal of the Committee (paragraph 52 of the Report) that no punishments should be inflicted under the Act for a year after it comes into force is accepted by the Government of India; and an addition will be made to the Act suspending the operation of the penal sections accordingly.

5. The two important subjects of the employment underground of women and of young children were not expressly referred for the consideration of the Committee, who have, however, briefly noticed both. The whole question of the employment underground of female labour, which was referred for the opinion of Local Governments in* May 1891, is still under the consideration of the Government of India. As regards the underground employment of young children, the Government of India recognise that many of the arguments by which its prohibition in Europe is supported do not apply to India. On the other hand, they find that it is already prohibited in some of the larger mines. The Committee point out that such prohibition may injure the small mines, upon which the regulations which it is necessary to impose may, it is feared, weigh heavily in some cases, especially at the first; and they state as the general opinion that underground work does not injure children. It is true that children from an integral part of the family-gang sytem of labour; but it appears to the Government of India that their labour is valuable, rather as accustoming them at an early age to the work by which they will have to earn their living than on account of the actual work done by them. It would seem that the employment underground of growing children must tend to produce stunted bodies and impaired health, while its prohibition would not appreciably hamper the mining industry. But

* Circular No. $\frac{1124}{25\text{-}2}$ dated 29th May 1891.

the actual employment of children is not the only question to be considered. It must also be decided whether they are to be prevented from going below ground, even if not employed. This question is closely connected with that of the employment of women; as it is possible that to forbid the mothers to take their young children below with them might, in some cases at least, practically amount to preventing them from going down themselves. The Government of India would be glad to receive opinions on both this points; as also upon the limits of age to be adopted if prohibition is to be enforced in either case. So far as information is available at present, twelve years would appear to be a suitable limit. They would also ask Local Governments to procure for them as full information as can be readily obtained, regarding the number and ages of children now employed above and below ground and the educational facilities available at the several mines within their jurisdiction.

6. In paragraphs 131 to 134 and 137 of their report, the Committee express the opinion that the demand for labour is so great in the case of Indian mines, that no such protection as is afforded by law in England, and as is proposed by Mr. Grundy* in the important matters of payment of wages and hours of work is needed, at any rate for the present. Before expressing an opinion on this subject, the Government of India would be glad if Local Governments would collect information regarding the local systems of payment, the hours of work, the existence of any discontent, and so forth.

* Page 44 of his Memorandum and Rule 7, page 48, and paragraph 7, page 49.

The Government of India agree with the view of the Committee expressed in paragraphs 128-129 of their report, that no general rule can be framed for the compulsory provision of latrines at mines, and that the matter of sanitation will be best dealt with by special rules; but they are inclined to add a general rule that, in the absence of any special rule on the subject the Manager shall make such provision in the shape of latrines or sweepers or both, as may be directed by the District Magistrate on the report of the Civil Surgeon, subject to an appeal to the Commissioner.

7. The Act and Rules as drafted will require to be entirely recast; but it is proposed at the present stage to leave questions of form for future settlement, and to discuss only those alterations in substance which appear necessary or advisable. Many of these affect points of detail only, and will be found noted in the margin of the draft Act and Rules. It will be sufficient here to notice the larger matters.

8. Responsibility of Owners and Agents.—The Committee in paragraph 50 of their report urge that the Manager, and not the owner, should be primarily responsible if any offence is committed. But the Government of India are inclined to think that the principle upon which the English law on the subject is based, and which is embodied in the first part of section 30 of the draft Act, should be strictly adhered to; and that no Owner, Agent or Contractor, should be able, by the mere appointment of a manager, to relieve themselves of personal responsibility for seeing as far as in him lies that the Manager does his duty. This point is noticed in paragraph 2 at page 49 of Mr. Grundy's Memorandum on the draft Act and Rules, and the Government of India think that the proviso to section 30 of the draft Act is wrong in principle. It is, indeed, in direct contradiction of the principle upon which section 19 is based, and of which the Government of India approve, that it is for the authorities of the mine, and not for the Inspector, to enforce the observance of the rules upon the workmen, by prosecution if necessary; and that if they fail to do so, it will be they whom the Inspector will prosecute, and not the workmen.

9. Certificated Managers.—Strong exception has been taken by Kumar Dakhineshvar Malia to the provision that all mines above a certain size must be supervised by certificated Managers. That some such provision is urgently required is abundantly evident from the facts regarding the number of accidents in the mines of India as compared with those of England which have been furnished by Mr. Grundy. It is true that the comparative frequency of accidents in the former is only what might be expected. Mines in England are for the most part a hereditary class who represent the training and experience of generations; while mining by English methods is new to India and to Indian miners. But this very fact makes skilled supervision and management all the more necessary for the protection of the latter against their own ignorance. The argument that skilled persons are less common in India than in England, tells almost as much for as against the necessity for their employment. Whether the precise limits fixed by Rules 1 to 6 should be maintained, or whether they will press too hardly upon small mines, is a point upon which opinions are specially invited, regard being had to the moderation of the Rules (12 to 25), regarding the grant of certificates. In England a certificated manager is required for every coal mine in which more than 30 persons are employed underground. Perhaps a higher limit might be fixed for metalliferous mines than for coal mines.

10. CONTRACTORS.—In paragraph 57 of their report the Committee discuss the important question whether a separate manager is required for a mine let out on contract. Their recommendation as embodied in their draft rule No. 9 is that where the contractor holds a certificate, he may be appointed Manager on the application of the Owner, and with the special sanction of the Local Government, but not otherwise. The Government of India accept the proposal, even thus limited, with hesitation. The interest of the Owner in his mine is at least permanent, and is always at hand to answer for himself. The interest of the contractor is confined to making as much money as possible out of the mine within a given time, after which he may disappear entirely, and is generally diametrically opposed to those interests which it is the object of the measures now under discussion to protect.

Section 2 (7) of the draft Act excludes from the definition of contractor all persons employing fewer than 50 persons underground; and in paragraph 8 of their report the Committee explain that their object was to discourage the small contractor. The Government of India are unable to follow the argument. The section referred to imposes a liablility upon the contractor, but not so as to relieve the Owner; while Rules 9 and 77 (the only Rules which deal with contractors) impose disabilities upon them. Thus it appears that the only result of the limitation to the definition is to exempt small contractors from a liability and disabilities which apply to large ones, and thus to encourage rather than to discourage the former. The Government of India think that the defining portion of section 2 (7) should run—

> (7) "Contractor" means a person working a mine or a part of a mine under a contract with the Owner of the mine, so as to profit directly by the amount of work done or mineral raised (*cf.* Rule 9).

11. ARBITRATION.—The desirability of constituting a Court of Arbitration is discussed by the Committee in paragraph 117 of their report. The Government of India see great difficulties in working such an institution; but they think that some such provision is absolutely necessary. The matters to be dealt with are of a highly technical nature, there is little expert advice available to Government save that of the Inspector, and in the absence of any appeal, such as is now suggested, the Inspector would practically be able, by proposing Special Rules, to legislate for India in mining matters under the name of the Government of India. The constitution and powers of the Court

should be settled in the Act, its procedure only being dealt with by Rule ; it might consist of five members in the more and of three in the less important cases ; and service upon it should be compulsory upon the persons mentioned in rule 122, since the Court is constituted in their interests.

The Committee recommend, and the draft Act contemplates, that an appeal should lie to the Court of Arbitration from an order of a Magistrate dismissing a Criminal information under the Act. The Government of India are not, however, prepared to give the Court of Arbitration jurisdiction of any sort over the Criminal Courts of the country. The power of referring to the Court of Arbitration for advice which is secured to the Magistrate sufficiently meets the object which the Committee had in view.

Kumar Dakhineshvar Malia, in paragraph 10 of his note of dissent on the Committee's report, suggests an appeal from the decision of the Court. It appears to the Government of India that the power of appeal is inconsistent with the idea of arbitration. But it is obviously desirable that the decisions of the Court should be subject to some form of control, and it is proposed to empower the Local Government to revise them on the application of the President or any two members of the Court, or of the Inspector of Mines.

It seems necessary to provide for the carrying out of orders pending a reference to the Court; and it has been suggested that all such orders should remain in force until reversed or modified by the Court, provided that the President should have power to suspend their operation, pending decision, in whole or in part, except when the Inspector certifies that to do so would "threaten or tend to the bodily injury of any person" (*cf.* Section 29 of the draft Act).

12. PROTECTION OF RAILWAYS.—The necessity for protecting railways against risk from undermining has repeatedly been brought to the notice of the Government of India. They think that in addition to the provisions already embodied in the draft rules regarding the maintenance of plans of mines, and to the powers of entry and inspection which they confer, it will be necessary and sufficient for the due protection of railways to provide that whenever any underground working first approaches within 500 feet of the metals of a railway, the distance being measured horizontally between vertical lines, notice shall at once be given by the Manager of the mine to the Inspector of Mines and to the Agent or Manager of the railway concerned. This provision may conveniently be added to General Rule 109.

13. In a matter of this nature which so intimately affects numerous interests, many of them small ones, and which is essentially a matter of detail of a highly technical nature, the Government of India are anxious for the fullest discussion; and they invite free criticism of the views expressed in this Resolution, which are open to reconsideration in the light of fuller knowledge. Indian miners must be protected; and the Governor General in Council believes that all mine-owners, whether great or small, will accept without murmuring the burden of whatever measures may be reasonably necessary to that end. But he asks for their assistance in rendering those measures as little burdensome as possible, and desires, by the fullest publicity, to associate them with himself in the task. To this end a pamphlet consisting of this Resolution, the Report of the Committee with appendices, the draft Act and Rules, and Mr. Grundy's Memorandum, will be printed and supplied gratis by the Inspector of Mines to the Manager of every small mine that he may have on his register, and to the Owner or Manager of any mine in India on application. It will also be for sale to the public.

Especially does His Excellency in Council desire to obtain the assistance and advice of the mine-owners of Hyderabad and Mysore. It may be that when the new law is in working order and the benefits of it have become apparent, the Darbars of those States may desire to adopt similar measures of regulation. But however that may be, interests in coal mines alone were represented upon the Committee, and as the most important metalliferous mines in India are situated outside British Territory, the Governor General in Council desires to have the assistance of the mining industry in Native States in criticising the present proposals as applicable to that class of mine.

14. The Government of India have pleasure in recording their high appreciation of the services rendered by the President and the other members of the Committee. Their acknowledgments are more especially due to its non-official members for the great help afforded by them at the cost of much time and trouble. They also notice with satisfaction the remarks made by the President regarding the assistance received from Mr. James Grundy, the Inspector of Mines, whose proposals and suggestions were considered to be of the greatest value.

ORDER.—Ordered that a copy of the foregoing Resolution, with a copy of the report of the Committee, of the draft Act and Rules, and of Mr. Grundy's memorandum, be forwarded to all Local Governments and Administrations, with the request that, after consulting such officials and non-officials as they may think fit, and especially owners of metalliferous mines (if any) and of small mines, they will furnish the Government of India with a full expression of their opinion.

Ordered also that a copy of the Resolution and of the papers mentioned in the preceding order be forwarded to the Foreign Department, for favour of communication to the Agent to the Governor-General, Baluchistan, and with a request that the mine-owners of Hyderabad and Mysore may be consulted through the Residents at those States.

Ordered also that the Resolution be published in the Supplement to the Gazette of India, and that copies be forwarded (1) to the Government of Bengal for communication to Mr. Williams, the Bengal Chamber of Commerce, the Indian Mining Association, and the members of the Committee, and (2) to the Director, Geological Survey for communication to Mr. Grundy with reference to the last paragraph.

(True extract.)

DENZIL IBBETSON, Offg. Secretary to the Govt. of India.

To

The Secretary to the Government of Madras.
" " " " Bombay.
" " " " Bengal.
" " " " the N.-W. P. and Oudh.
" " " " the Punjab.
" Chief Commissioner of the Central Provinces.
" " " Burma.
" " " Assam.
" " " Coorg.
" Secretary for Berar to the Resident at Hyderabad.
" Director, Geological Survey of India.
" Foreign Department.

BOMBAY CHAMBER OF COMMERCE, 21*st January* 1897.

The SECRETARY to GOVERNMENT, Revenue Dept., Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 8839-A of the 9th November 1896, forwarding copies of the Resolution of the Government of India, Department of Revenue and Agriculture, No. 10-7-10, dated 9th October 1896, and of the pamphlet accompanying it, in connection with the proposed legislation for the inspection and regulation of Mines in India, and requesting to be furnished with any remarks the Bombay Chamber of Commerce may wish to offer on the subject.

The Committee of the Chamber having carefully perused the papers, direct me to say that they have no criticism to offer in reference to the legislation proposed by Government.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX R.

EXAMINATION OF AND GRANT OF CERTIFICATES OF COMPETENCY TO ENGINEERS OF SEA-GOING STEAM-SHIPS.

No. 82.

MARINE DEPARTMENT,

BOMBAY CASTLE, *3rd August* 1896.

The following draft of an amendment which it is proposed to make in exercise of the powers conferred by section 36 of the Indian Steam-ships Act (VII of 1884) in the rules for the examination of, and grant of certificates of competency to engineers of sea-going steam-ships under the said section, published as indicated in the margin, is published as required by section 42 of the said Act for the information of persons likely to be affected thereby, and notice is hereby given that the said draft will be taken into consideration on or after the 1st day of September 1896, together with any objection or suggestion which may be made by any person with respect thereto before the said date :—

Notification No. 12, dated 8th February 1893, published in Bombay Government Gazette for 1893, Part I. pages 182.

Draft of proposed amendment of No. 13 of the said Rules under Section 36 of the Indian Steam-ships Act (VII of 1884).

For No. 13 of the said Rules the following shall be substituted, namely :

13 (1) The service required by the regulations to qualify a candidate for examination is to be regarded as referring only (*a*) to service in the foreign trade, or (*b*) to service under a first class engineer on voyages extending beyond a distance of 500 miles from the port of departure on board a vessel which is within the meaning of Act I of 1859 a home-trade ship and which is commanded by a master holding a foreign-going certificate :

Provided that—

(i) in computing the length of such service on board a home-trade ship, all time spent in a port of departure shall be excluded, and

(ii) no certificate of discharge shall be accepted as conclusive with regard to the duration of such service, unless the time so to be excluded is therein specified.

2. Service in the home or coasting trade must, except in the cases specified in sub-clause (B) of clause (i) of this rule, amount to at least half as much again as that required by the regulations to make up for the time spent in Port, *e.g.*, for every twelve months' service under the regulations eighteen months' service in the home or coasting trade will (save in the cases excepted as aforesaid) be required. In computing the length of service under this clause the service will be deemed to have commenced on the date of signing the articles of agreement and to end on the date of discharge.

APPENDIX S.

PROPOSED AMENDMENT OF THE LAW IN CONNECTION WITH THE SETTLEMENT OF DISPUTES BY ARBITRATION.

RANGOON CHAMBER OF COMMERCE, *25th June* 1896.

The SECRETARY, BOMBAY CHAMBER of COMMERCE.

DEAR SIR,—With reference to your letter, dated 18th October 1895, on the subject of the law of arbitration in India, I am desired to refer to the report of your Chamber presented at the meeting of members held on 19th February in which it is stated "your Committee did not deem it necessary to take the matter up with Government as they considered the judgment delivered by the Chief Justice of Bombay in September, 1895, with respect to an arbitration clause in a contract, gave an authoritative ruling on the point."

I am desired by the Committee to say that the ruling in question was submitted to the legal adviser of the Chamber at the time, and the following was his reply :—

"Although the ruling does not agree with Sir Griffith Evans' view of the law on one point, it proceeds to dismiss the application to have the agreement to refer filed upon another point, and the result is equally unsatisfactory so far as the utility of and the power to enforce such agreement is concerned.

"The Judges point out that the section of the Code requires redrafting, but even if re-drafted, on the lines indicated, the arbitration law would still fall far short of the length to which it has been carried in England, and nothing short of a law in India on all fours with the law in England will, in my opinion, meet what the Chamber desires."

I am desired by the Committee of this Chamber to ask that the decision come to by your Chamber may have further consideration, in the light of the above remarks, and to express a hope that such reconsideration may lead your Committee to support the prayer of the memorial to the Governor General on the subject.—I am, &c.,

ALEX D. WARREN, Secretary.

BOMBAY CHAMBER OF COMMERCE, *9th July* 1896.

The SECRETARY, CHAMBER of COMMERCE, Rangoon.

DEAR SIR,—I have laid before the Committee of this Chamber your letter of the 25th ultimo, on the subject of the law of arbitration in India, and in reply I am directed to inform you that the Committee have decided to take legal opinion on this important question before taking any action in the matter. I am to add that a reference has been made to this Chamber by the Bombay Government on the same subject.—I am, &c.,

JOHN MARSHALL, Secretary.

No. 4697 of 1896.

JUDICIAL DEPARTMENT,
BOMBAY CASTLE, *7th July* 1896.

From M. H. W. HAYWARD, Esq., I.C.S., Under Secretary to Government, Bombay, to the CHAIRMAN of the CHAMBER OF COMMERCE, Bombay.

SIR,—I am directed to forward to you, herewith, copy of a memorial addressed by the Rangoon Chamber of Commerce to the Government of India, concerning the present state of the Indian law as to the settlement of disputes by arbitration otherwise than in the course of a suit, and to request that you will be so good as to move the Bombay Chamber of Commerce to favour Government with their opinion on the memorial for communication to the Government of India.—I have, &c.,

M. H. W. HAYWARD, Under-Secretary to Government.

No. 452—7-G.-48.

RANGOON, *17th December* 1895.

From C. C. LOWIS, Esq., Secretary to the Chief Commissioner of Burma, to the SECRETARY to the GOVERNMENT of INDIA, Home Department.

I am directed to submit for the orders of the Government of India a memorial addressed by the Rangoon Chamber of Commerce to his Excellency the Viceroy, in which the Chamber ask that the law

on the subject of arbitration may be amended in such a way that it may be brought into accord with the provisions of the English law relating to arbitration as contained in Statute 52 & 53 Victoria, Chapter 49. The Recorder, Rangoon, the Government Advocate, Burma, and the Judge of the Small Cause Court, Rangoon, have been consulted on the subject of the memorial, and have expressed it as their opinion that the law on the subject might with advantage be amended on the lines suggested by the memorialists. I am to say that the Chief Commissioner sees no objection to the amendment proposed.

To His Excellency the Right Honourable VICTOR ALEXANDER BRUCE, EARL of ELGIN and KINCARDINE, P.C., LL.D., G.M.S.I., G.M.I.E., Lord Bruce of Kinloss and Lord Bruce of Torry in the Kingdom of Scotland and Baron Elgin of Elgin in the United Kingdom, Viceroy and Governor-General of India.

The memorial of the Rangoon Chamber of Commerce,

SHEWETH THAT,—Your memorialists, the members of the Rangoon Chamber of Commerce, desire to draw the attention of your Excellency in Council to what they consider to be an unsatisfactory state of the law in India upon the subject of settlement of disputes by arbitration otherwise than in the course of a suit.

2. Your memorialists are advised that the existing Statute Law upon the subject is contained in sections 28 (1) and (2) of the Contract Act, Section 21 of the Specific Relief Act, and Sections 523, 524 and 525 of the Civil Procedure Code.

3. There are two classes of agreements to submit to arbitration: the first, dealt with in Section 28 (1) of the Contract Act, is with reference to future disputes, and the second is with reference to disputes which have already arisen.

4. The inefficacy of the existing provisions of the law in connection with the first of the above classes is of the greatest importance to the mercantile community.

5. Section 21 of the Specific Relief Act enacts that a contract to refer to arbitration cannot be specifically enforced, but if any person who has contracted to refer refuses to do so and afterwards sues, the contract will be a bar to the suit.

6. This negative provision is practically the only penalty for the breach of such a contract. Your memorialists are advised that the only agreements which can be filed under Section 523 of the Civil Procedure Code are agreements to refer disputes which have already arisen at the date of the agreement to refer, and that no agreement for reference of future disputes can be enforced unless both parties agree to refer after some dispute has arisen.

7. The forms of contract for the purchase and sale of imported goods upon indent or otherwise in general use in this town, and, as your memorialists believe, in the other large mercantile centres, contain clauses to the effect that if any disputes shall arise as to the goods to be delivered being equal to sample, or being damaged, or being of short quantity or measure, &c., such dispute shall be referred to the arbitration either of two arbitrators, one to be appointed by each party, or to the arbitration of persons nominated by the Chamber of Commerce of the place where the contract is made.

8. Such clauses have been adopted not only in India but also throughout the mercantile world, because obviously the best judges of such questions are experts who have a knowledge of the class of goods in dispute and experience in dealing with them, and of the customs of the trade in which the disputants are engaged and on the basis of which they have contracted.

Your memorialists, however, find that any dishonest trader who buys under a contract containing a clause such as that referred to can, under the existing state of the law, render the clause absolutely a dead letter. He has only to raise some objection, however groundless, to the goods tendered, and, when called upon to act under the clause, do nothing, and the seller cannot in any way compel him to adhere to what he had contracted to do.

The seller no doubt has a remedy in that the Courts of law are open to him, but the dishonest trader knows that a resort to a Court of law necessarily involves very considerable delay, expense, and inconvenience to the seller for which a Court does not in any case give entire compensation, and consequently he does not hesitate to adopt every course which will render such delay greater.

10. If the seller retains the goods until the trial of the suit in order to produce the best evidence of their condition, he is generally for a lengthened period kept out of the use of the money which he would have had the use of, if the contract had been duly carried out, and

he has further to incur the expense of warehousing and insuring them, in the end possibly to find that they have deteriorated from mere lapse of time or from other causes.

If he sells them, he has to rely upon verbal evidence of their condition, and to face possible trickery on the part of the buyer in the manipulation of samples or otherwise.

11. It is obvious that under such circumstances everything is in favour of the dishonest trader, whereas on the other hand if the law provided means for enforcing an arbitration clause in a contract either by recognizing an award made by the arbitrator appointed by one party only when the other party has failed to appoint an arbitrator, or by admitting of an award made by persons nominated by the body in whose hands the nomination of arbitrators is placed by the contract being enforced, although only one of the parties has called for a nomination, the interest of honest and fair trading would be greatly advanced.

12. The meagre and incomplete provisions of the Indian Statute Law upon the subject of arbitration are possibly due to the fact that at the time they were passed the Statutory law of the United Kingdom upon the subject had not advanced to a complete stage, but in 1889 the British Parliament after much consideration passed and Her Majesty enacted the Arbitration Act of that year which must be recognized as meeting a long-felt want.

13. Your memorialists desire to urge upon your Excellency that the want which called for the last-mentioned Statute in England exists in India to an equal if not greater extent, and to submit for your Excellency's consideration whether the time has not come for undertaking legislation upon the important subject of arbitration upon the same lines as the Statute 52 & 53 Victoria, Chapter 49.

14. Your memorialists are convinced that such legislation would meet with the approval of all who have the interest of honest trading at heart, and would effect a much-desired improvement in the law.

BOMBAY CHAMBER OF COMMERCE, *9th July* 1896.

Messrs. CRAIGIE, LYNCH & OWEN.

DEAR SIRS,—I am directed by the Committee of the Chamber to submit to you a letter received from the Rangoon Chamber of Commerce, together with a copy of the

memorial which that body has addressed to H. E. the Viceroy on the subject of the present state of the Indian law as to the settlement of disputes by arbitration, otherwise than in the course of a suit. I also append the previous correspondence which this Chamber has had on the subject, together with the decision referred to given by a full bench of the Bombay High Court, composed of the Chief Justice, Mr. Justice Starling, and Mr. Justice Badrudin Tyebjee.

The Committee would thank you to give the subject your consideration and favour them with your opinion thereon at your earliest convenience.—Yours, &c.,

JOHN MARSHALL, Secretary.

BOMBAY, 13*th July* 1896.

JOHN MARSHALL, Esq., Secretary, Bombay Chamber of Commerce.

DEAR SIR,—We beg to acknowledge the receipt of your letter of the 9th instant, together with the papers therewith sent, which we have perused and considered.

The arbitration clauses usually inserted in contracts for the sale and purchase of goods and in indents and also in many miscellaneous agreements are according to our experience a dead letter in all cases where either of the parties offers obstruction to the carrying into effect of the agreement to refer.

This arises in our opinion in great measure from the restricted form of the arbitration clause usually inserted in such agreements which does not provide for the appointment of an arbitrator by a Court having jurisdiction in the event of the parties not being at one as to the arbitrators to be named.

If the arbitration clause contained such a provision it would, we think, be effective under the law as it now stands.

In the case decided by a full Bench of the Bombay High Court, a report of which is amongst the papers sent to us by you, it seems clear that the Court would have ordered the agreement in that case to be filed if it had contained a provision to the above effect.

At the same time we are of opinion that an amendment of the law on the lines of 52 & 53, Vict. c. 49, as suggested by the Rangoon Chamber of Commerce is very desirable and would be in every respect an improvement upon the law as it now stands.

We return herewith the papers sent to us by you, the receipt of which please acknowledge in the accompanying document receipt book.—We are, &c.,

CRAIGIE, LYNCH & OWEN.

BOMBAY CHAMBER OF COMMERCE, 9*th July* 1896.

The SECRETARY to GOVERNMENT, Judicial Department, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. 4697 of the 7th instant, with copy of a memorial addressed by the Rangoon Chamber of Commerce to the Government of India, concerning the present state of the Indian law as to the settlement of disputes by arbitration otherwise than in the course of a suit.

2. The Chamber has already been favored with a copy of the same document by the Rangoon Chamber direct, and the Committee have decided to take legal opinion on the question before expressing any opinion of their own or taking action in the matter. I am to say that when legal opinion has been obtained, the Committee of the Chamber will not fail to address Government on the subject.—I have, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, 21*st July* 1896.

The SECRETARY to GOVERNMENT, Judicial Department, Bombay.

SIR,—With reference to your letter No. 4697 of the 7th instant, and my reply of the 9th idem, I am now directed to say that the Committee having obtained legal opinion in

regard to the state of the Indian law as to the settlement of disputes by arbitration otherwise than in the course of a suit, would now beg to support the memorial addressed by the Rangoon Chamber of Commerce to the Government of India as being a desirable amendment of the law.—I have, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, 21*st July* 1896.

The SECRETARY, RANGOON CHAMBER of COMMERCE, Rangoon.

DEAR SIR,—With reference to your letter of the 25th ultimo, and in continuation of my reply thereto, dated 9th instant, I am now directed to inform you that the Committee having obtained the opinion of the Chamber's legal advisers with regard to the law of arbitration in India, have instructed me to address Government supporting the amendment of the law on the lines of 52 and 53 Vict. c. 49, as suggested by your Chamber.—I am, &c.,

JOHN MARSHALL, Secretary.

APPENDIX T.

PROPOSED INDIAN BILLS OF SALE ACT.

No. 143 OF 1897.

JUDICIAL DEPARTMENT,
BOMBAY CASTLE, *7th January* 1897.

From S. L. BATCHELOR, Esq., I.C.S., Under-Secretary to Government, Bombay, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith copy of a Bill to provide for the compulsory registration of certain transfers and dispositions of goods in order to prevent debtors from defeating the claims of their creditors by secret assignments of such goods, together with a Statement of Objects and Reasons, and to request that you will be so good as to move the Chamber of Commerce, Bombay, to favour Government with their opinion on the provisions of the Bill.

2. I am to state that it will be convenient if the opinion of the Chamber reaches Government not later than the 20th January 1897.—I have, &c.,

S. L. BATCHELOR, Under-Secretary to Government.

BILL No. 27 OF 1896.

A BILL TO PROVIDE FOR THE COMPULSORY REGISTRATION OF CERTAIN TRANSFERS AND DISPOSITIONS OF GOODS IN ORDER TO PREVENT DEBTORS FROM DEFEATING THE CLAIMS OF THEIR CREDITORS BY SECRET ASSIGNMENTS OF SUCH GOODS.

Whereas it is expedient to provide for the compulsory registration of certain transfers and dispositions of goods in order to prevent debtors from defeating the claims of their creditors by secret assignments of such goods ; it is hereby enacted as follows :—

Short title, extent, application and commencement.

1. (1) This Act may be called the Indian Bills of Sale Act, 1896 ;

(2) It extends to the whole of British India ; and

(3) It shall come into force only in such local areas and with effect from such dates as the Local Government may, by notification in the official Gazette, direct.

Definitions.

2. In this Act, unless there is anything repugnant in the subject or context,—

(1) "bill of sale" means any document recording the sale, mortgage or other transfer of goods, or creating any charge thereon, and includes a license to seize goods;

(2) "goods" mean all corporeal moveable property other than money; and

(3) "assignee in bankruptcy" includes any person in whom the estate of an insolvent or bankrupt is vested by any law for the time being in force.

Avoidance of certain transactions unless registered.

3. Subject to the provisions of section 4, where the owner of goods (hereinafter called the grantor) sells, mortgages or otherwise transfers the property therein, or creates any charge thereon, or gives a license to seize the goods, and such grantor remains in the apparent possession of the goods, such sale or other disposition as above-mentioned shall be void as against an execution-creditor or the assignee in bankruptcy of such grantor unless the following conditions are complied with, namely :—

(1) the sale or other disposition must be recorded in a bill of sale;

(2) the bill of sale must be registered within seven days of the completion of such sale or other disposition.

EXPLANATION.—Goods shall be deemed to be in the "apparent possession" of a grantor so long as they remain or are in or upon any house, warehouse, building, works, land or other premises occupied by him, or are used or enjoyed by him in any place whatsoever, notwithstanding that formal possession thereof may have been taken by, or given to, any other person.

ILLUSTRATION.

A and B are husband and wife. A by an unregistered instrument transfers his household furniture to B. As long as A and B are living together, the furniture remains in A's apparent possession, and can be taken in execution for his debts.

Saving for mercantile transactions, &c.

4. Nothing in this Act shall apply to or affect the operation of—

(1) any mercantile document of title to goods, that is to say, any bill of lading, dock-warrant, warehouse-keeper's certificate, warrant or order for the delivery of goods, or any other document used in the ordinary course of business as proof of the possession or control of goods or authorizing or purporting to authorize, either by endorsement or delivery, the possessor of the document to transfer or receive goods thereby represented ;

(2) any ante-nuptial marriage settlement :

(3) any bill of sale executed outside British India ;

(4) any right of distress for rent, revenue or otherwise, or any right of priority given by law :

nor shall anything in this Act apply to or affect the transfer or other disposition of any ship or share therein, which is required to be registered under any Merchant Shipping Act for the time being in force.

Power to make rules.

5. (1) The Governor General in Council may, by notification in the Gazette of India, make rules—

(*a*) for the publication of registered bills of sale, or such particulars thereof as it may be expedient to publish ;

(*b*) for applying, with any necessary modifications, the provisions of the Indian Registration Act, 1877, in regard to bills of sale, and for fixing fees for the registration and publication thereof ;

(*c*) for extending, under special circumstances, the time for registration ; and,

(*d*) generally, for carrying out the objects of this Act.

(2) Any rule so made may from time to time be in like manner varied or rescinded.

STATEMENT OF OBJECTS AND REASONS.

15*th December* 1896.

The attention of the Government of India was in 1894 directed to the case of a merchant who had given to his bankers by way of security a bill of sale over his entire stock in trade, the bill, which had apparently run for years without the knowledge of the grantor's other creditors, never having been registered by him. The " reputed owner-

ship clause" (section 23) of the Indian Insolvency Act, 1848 (11 and 12 Vict., c. 21), which applies only to the Presidency-towns and to creditors in insolvency, contains a provision inserted with but little variation in every English Bankruptcy Act since the reign of James I.; but technical and somewhat narrow interpretations have been placed upon it by the Courts at home, and it has been found necessary in England to supplement it by the Bills of Sale Acts and other legislation. In India sections 108 and 178 of the Indian Contract Act (IX of 1872), in so far as they are relevant, merely enable the apparent owner of goods to sell or pledge them, although he has not obtained the consent of the true owner, while they do not touch the case of creditors, who, it follows, are, save for the very limited and rather uncertain protection afforded by section 23 of the Indian Insolvency Act of 1848, entirely left out in the cold in this country. It seemed, therefore, to the Government of India that a *primâ facie* case for legislation had been made out, and the whole question has since formed the subject of correspondence with the Secretary of State and the various Local Governments and Administrations, who have been consulted upon it, with the result that there appears to be a general consensus of opinion that a law is required in India to safeguard execution-creditors and creditors in insolvency against such secret assignments of property as that referred to above. The form which legislation should take has been carefully considered, and it is thought that the Bill which it is now proposed to introduce in Council will be found to proceed on sound lines and to accomplish the object in view. Its main provision is to the effect that, where a person sells or charges his moveable property, but remains in ostensible possession under such circumstances as to be the apparent owner thereof, such property shall be liable to be taken in execution or by the assignee in bankruptcy unless the assignment or charge is in writing and is duly registered; but the Bill in no wise interferes with the validity of any transaction, as between grantor and grantee. In order to avoid interference with the ordinary course of trade, mercantile documents of title, such as bills of lading, dock warrants, &c., must continue to be exempt from registration and are, therefore, removed from the operation of the proposed enactment along with ante-nuptial marriage settlements, bills of sale executed outside British India, rights of distress and rights of priority specially conferred by law. Power is at the same time taken by clause 5 of the Bill for the Governor General in Council to make rules to supplement its provisions where necessary.

M. D. CHALMERS.

BOMBAY CHAMBER OF COMMERCE, *15th February* 1897.

The SECRETARY to GOVERNMENT, Judicial Department, Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter No. 143 of the 7th January 1897, forwarding copy of a Bill to provide for the compulsory registration of certain transfers and dispositions of goods in order to prevent debtors from defeating the claims of their creditors by secret assignments of such goods, together with a Statement of Objects and Reasons, and requesting to be furnished with the opinion of the Chamber on the provisions of the proposed measure.

2. The Bill having received the careful consideration of the Committee, I am directed to say that in their opinion, the measure is not likely to be of any advantage to the mercantile community, and the Chamber would accordingly represent the inadvisability of passing it into law. If, however, the Bill should be passed, they would recommend that its application should be confined to presidency towns and leading commercial centres only, and that the provisions of the Bill should be such as to limit its application to commercial transactions and traders only; further, that the amounts dealt with should not be less than one thousand rupees. Having regard to the very large business done on the basis of railway receipts where money is advanced by the buyers to the extent of ninety per cent. of the full value of the goods, the Committee consider that special provision should be made for the protection of traders accepting the same as security against their advances; and while they are aware that under the existing law railway receipts cannot be regarded as documents conveying a title to property in the same way as bills of lading, there is nevertheless a custom in Bombay to regard and

deal with them in that light. They would therefore suggest that in Section 4, *Sub-section* (1), the following should be added :—

> "Transfers of goods in the ordinary course of business of any trade or calling, assignments for the benefit of creditors generally; railway receipts for goods endorsed or not endorsed; bills, notes and hoondis drawn against consignments of goods by rail or against railway receipts for same."

The further amendments and additions that the Committee would suggest are as follow :—

> SECTION 2, *Sub-section* (1).—That after the word "document" in the first line the following word be added : "other than a document excepted by section 4 of this Act." That in the last line the word "power" should be substituted for "license"; also that the following words be added to this sub-section :—
>
> > "And inventories of goods with receipts attached, and also any agreement whether intended or not to be followed by the execution of any other instrument by which a right to goods or any charge thereon shall be conferred."
>
> *Sub-section* (2).—That the definition of "goods" shall read as follows :—
>
> > "Goods mean all corporeal moveable property other than money, but do not include shares or interests in the stocks, funds, or securities of any Government, or in the capital or property of incorporated joint stock companies, nor choses in action."
>
> SECTION 3.—In the sixth line of this section the word "power" should be substituted for "license," and that in the ninth line between the words "an"

and "execution," "attaching creditor or a judgment or" be inserted. That following Section 8 of 45 and 46 Vic., c. 43, the time allowed for registration of a bill of sale be within seven clear days after the execution thereof, and that to preclude as far as possible the risk of any fraudulent enlargement of the time allowed, sub-section 2 of this Section should be framed as follows :—

"The bill of sale must be dated as of the day of the date of its execution, and must be registered within seven days after the execution thereof."

Further, having regard to the provision contained in Section 9 of Act 45 and 46 Vic., c. 43, the following sub-section should be added :—

"(3). Any bill of sale wilfully misdated shall be *ipso facto* void,"

and looking to the importance of securing as far as possible the *bona fides* of every bill of sale, the following further sub-section is suggested :—

"(4). Every bill of sale shall be attested by one or more credible witness or witnesses."

The Committee consider that it would also be advisable that in the "explanation" appended to section 3, some word or words should be added to make it quite clear that "shipboard" or "goods afloat" are included, and also words to denote that "occupied" will include "owned" or "belonging to" and "leased or hired" and "standing in the name of." These objects might be attained by adding in line 4 of the "explanation" after the word "premises" the words "or any ship, barge, or craft owned or occupied or hired or leased by the grantor or standing or being under his name or the name of his firm," and that between the words "whatsoever" and "notwithstanding" in the sixth line of the "explanation" there be inserted the words "and whether ashore or afloat."

SECTION 4.—The Committee would suggest that a sub-section be added to this section as follows :—

"(5). A transfer or assignment of a registered bill of sale."

This would be in accordance with the last two lines of Section 10 of 41 and 42 Vic., c. 31, and it would certainly seem desirable that a mere transfer of a bill of sale should not require to be registered. Section 15 of 41 and 42 Vic., c. 31, provides for the Registrar recording a memorandum of satisfaction upon the registered copy of a bill of sale upon the prescribed evidence being given that the debt for which the bill of sale was given has been discharged ; and it would certainly seem desirable that a section to the same effect should be added to the "Indian Bills of Sale Act" if passed into law. The Committee would further suggest that under any rules made by the Governor-General in Council under Section 5 the Registrar should be directed to keep a separate book or books for registration of bills of sale. At present a separate book is only kept for wills, and the confusion and difficulty of taking search caused by the prevailing system in the Registrar's office is very great. The Committee would further advocate the adoption of Section 16 of 41 and 42 Vic., which enables any person to obtain an office copy or extract from a registered bill of sale upon payment for the same ; and further that a section be added equivalent to Section 4 of 45 and 46 Vic., c. 43, which provides that every bill of sale should have annexed thereto or written thereon a schedule containing an inventory of the goods comprised in the bill of sale.—I have, &c.,

A. ABERCROMBIE, Chairman.
JOHN MARSHALL, Secretary.

APPENDIX U.

PROPOSED REVISION OF THE RULES UNDER THE INDIAN EXPLOSIVES ACT OF 1884.

No. 9953 OF 1896.

REVENUE DEPARTMENT,
BOMBAY CASTLE, 8*th December* 1896.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward for the information of the Chamber of Commerce copy of a letter from the Government of India, Home Department, Public, No. 35 Public-1789, dated 21st November 1896, and of its accompaniments on the subject of the proposed revision of the rules under the Explosives Act IV of 1884.—I have, &c.,

G. S. CURTIS, Under-Secretary to Government.

No. 35 PUBLIC-1789.

HOME DEPARTMENT, PUBLIC,
CALCUTTA, 21*st November* 1896.

From J. P. HEWETT, Esq., C.I.E., Secretary to the Government of India, to the CHIEF SECRETARY to the GOVERNMENT of BOMBAY.

SIR,—With reference to the correspondence ending with your letter No. 9763, dated the 9th December 1895, I am directed to enclose a copy of the draft Rules which the Government of India propose to issue to regulate the Transport and Importation of explosives, and to request that the draft Rules may be published in one issue of the local official Gazette as directed by the Home Department Notification No. 1964, dated 2nd September 1887. The Rules will be published in the Government of India Gazette of the 28th instant, and it will be seen that the 15th February 1897 has been fixed as the date up to which objections and suggestions will be received. I am to say that it would be convenient if the local Government also would publish the draft on or, if this is not feasible, as soon as possible after the 28th instant and to ask that the date of its publication may be intimated to this office. I am to remark that the footnote to Rule 3 has

been inserted on the assumption that all Local Governments and Administrations will issue a rule regarding search for and detention of explosives contravening regulations similar to the rule which has been already issued by the Governments of Bengal and Bombay (No. 27 of the Bengal Rules for Manufacture, Possession and Sale).

2. The revised draft Rule for testing explosives, which is made with reference to Rule 14 of the Transport and Import Rules, is attached to the draft of the latter Rules and should be published with them. The terms of the Rule have been revised with a view to making it clear what test, if any explosives of each class have to satisfy. The Schedule contains the technical directions for testing. The Government of India have obtained from Her Majesty's Chief Inspector of Explosives (Sir V. D. Majendie) the latest revised directions for testing in force in England, and the Schedule at present reproduces these without change. Certain statements regarding the practice in England have necessarily been omitted in the copy sent for publication, but I am to enclose herewith a memorandum, No.35672-13, dated 26th June 1895, by Sir Vivian Majendie, and to ask that, simultaneously with the publication of the draft Rule in the Government Gazette, a copy of it, accompanied by a copy of Sir V. Majendie's Memorandum, may be supplied to the Chemical Analyser, Bombay, and he may be requested to report his opinion whether any changes should be made in the directions for testing in view of climatic conditions in India. It is improbable that the public will raise any objections to the draft testing Rules, and the Government of India anticipate that the changes required will not be so extensive as to prevent the rule being finally issued when the other rules are ready.

3. I am to invite attention to paragraph 2 of the Home Department letter No. 4, Public 520-529, dated 28th March 1895, and to say that all Local Governments and Administrations have approved the suggestion therein contained that, as is done in England, a control should be maintained over the descriptions of explosives allowed to be imported a new explosive not being admitted until the Government is satisfied that it is reasonably safe. The question has, however, been raised whether the desired restriction can appropriately be embodied in rules made under section 5 of the Indian Explosives Act; while the power of prohibition given by section 6 seems intended for particular explosives known to be especially dangerous, and could not perhaps be applied to all explosive substances not previously admitted in India. It is understood that inEngland the necessary restriction is effected by

the Government, in the exercise of its discretion refusing importation licenses to all explosives which are not on the authorized list: and indeed, as observed in my letter of 28th March 1895, a similar practice has generally hitherto been followed in India. Under the circumstances the Government of India have abandoned the proposal to incorporate the list of explosives for the importation of which licenses may be given in the rules made under the Act. No explosive may be imported by sea into British India except under a license to be granted by the Local Government or an officer authorized by it in this behalf. From the replies of Local Governments and Administrations to the circular letter of March 1895, it appears that the only explosives hitherto admitted into India are those which are shown in the list entered in the margin. This list no doubt does not contain all the explosives which might be safely admitted into India: and the Government of India do not wish at present to restrict by positive directions the discretion as to admitting other explosives which is vested in Local Governments. They think, however, that as a rule (and as hitherto indeed has generally been done) before admitting a new kind of explosive the Local Government concerned should refer to the Government of India. If, owing to any emergency a consignment of a new kind of explosive is admitted by the Local Government without such previous reference, I am to ask that an early report of the fact may always be furnished to this office.

Class 1. (Gunpowder)
Gunpowder.

Class 2. (Nitrate mixture).
Nil.

Class 3. (Nitro-Compound).
Division 1.
Amberite No. 1.
Blasting Gelatine.
Carbonate.
Dynamite.
Gelatine Dynamite.
Gelignite.
Stonite.
Division 2.
Amberite No. 2.
Bellite.
Cotton-Gunpowder (Tonite).
Gun-Cotton.
Picrates.
Piric Acid.
Roburite.
Schultze's Powder.

Class 4. (Chlorate-mixture).
Nil.

Class 5. (Fulminate).
Nil.

Class 6. (Ammunition).
Ammunition of the 1st Division.
Ammunition of 2nd and 3rd Divisions, provided that (unless it consists of detonators or detonator fuses containing fulminates) it does not contain any explosive substance, the importation of which is not allowed.

Class 7. (Fireworks).
Fireworks.

It has been remarked by Her Majesty's Chief Inspector of Explosives, with reference to the form of Import license, that it is very desirable that the description of the explosive entered in the third column should in all cases be very precise and definite.

4. I am also to enclose the draft as approved by the Government of India of revised Rules for the Manufacture, Possession and Sale of Explosives. These rules as heretofore will be made by Local Govern-

ments and Administrations. The draft enclosed is framed for the province of Bengal: and I am to ask that if the Governor in Council has no objection, the verbal modifications necessary to adapt it to Bombay may be made and that it may then be published as required by the Home Department Notification No. 1964, dated 2nd September 1887. The words previously added in Rules 14 and 17, regarding explosives authorized to be possessed have been removed in consequence of the decision mentioned in the preceding paragraph. It is perhaps sufficient to restrict importation: but if the Local Government considers that the possession also of unauthorized explosives shall be prohibited it can practically effect this by refraining from granting licenses for the possession of such explosives.

The date of publication of the Rules for Manufacture, Possession and Sale should be reported, as it is desirable that the final issue of these Rules should take place at the same time as that of the Rules relating to Transport and Import.

5. As Rule 17 of the Provincial rules does not provide for a case, such as recently occurred, in which it is desired to store explosives, pending the erection of a magazine, in a barge or hulk, a Rule (No. 19-A) has been added permitting the procedure to be adapted, with the sanction of the Government of India to the case of floating magazines. Clauses have also been added in Rule 17 to provide for the issue hereafter of a table of minimum distances to be left unoccupied around magazines of explosives. The preparation of a table of distances suited to India will probably take some time, and it is undesirable to delay the issue of the rules till it is ready. Adverting to paragraph 6 of your letter No. 7748, dated 7th October 1895, I am to point out that Rule 17, read with License Form E, gives ample power to the Local Government to exercise stringency if it thinks fit in permitting the construction of magazines for explosives. Under clause (2) (*b*) of the rule the application for a license must specify the character and construction of all buildings and works connected with the magazine, and under clause (3) (*f*) the Local Government has full power to add any further requirements it thinks fit. The details of construction are entered in the heading of License Form E, and clause 3 (*g*), the Local Magistrate or Police Officer does not confirm the License until the details shown therein have been fulfilled. The Local Government can take the advice of the Inspector of Explosives on the plans originally submitted: and it is part of the Inspector's regular duty to visit these magazines.

Their licenses require yearly renewal (Rule 32). The rules, therefore, seem quite complete for their purpose, all necessary discretion being vested in the Local Government and their technical adviser. These considerations appear to meet the remarks contained in your letter No 9763, dated 9th December 1895, and to show that it is unnecessary to add anything to the conditions in License Form E. The question of renewing the Licenses of the magazines, which the Inspectors of Explosives consider defective, is one for the decision of the Government of Bombay.

6. With reference to paragraph 10 of your letter of the 7th October 1895, I am directed to say that, as no particular explosive has been specially treated in revising the rules, the Government of India are unable to comply with the request of the agents for the explosive Roburite that exceptional provisions relating to it should be inserted, The request indeed would seem rather to be connected with clause (*f*) of section 5 of the Act, empowering Government to exempt any explosive from the operation of the rules. As the rules regarding Manufacture, Possession and Sale are issued by the Local Government, a request for special treatment under those rules should be addressed to that authority: while if such a request is received relating to the Rules for Transport and Import, the Governor General in Council would be glad if the Government of Bombay in transmitting it will furnish him with their opinion thereon.

7. In paragraph 10 of the Home Department, letter No. 4 Public-520-529, dated 28th March 1895, it was pointed out that dynamite and other high explosives being technically "Ammunition" if made up into cartridges, could in that condition under the rules regulating transport of explosives in the ports of Bombay, Karachi and Aden, be shipped on a vessel at the ordinary anchorage on the day of sailing, though it had never been intended to extend the concession to such explosives. It would seem, however, from the explanation of the Bombay Port Officer forwarded with your letter No. 7748, dated 7th October 1895, that the technical meaning of "Ammunition" under the Explosives Rules has not been acted on, and that passes for shipping dynamite and other high explosives have never been granted under Rule (*f*) of the Bombay Port Rule. As the power given to the Port Officer by this rule and the corresponding rules for Karachi and Aden is discretional, and apparently inconvenience would be occasioned by its withdrawal, I am to say that the Government of India will not press for the amendment of these rules,

provided they are restricted in practice in the manner described in your letter. It was also observed in the Home Department letter that in Rules (*b*) (*c*) and (*d*) of the Bombay Rules it would be necessary to render complete the enumeration of explosives of Division 1 of the Ammunition class, which are exempted from these rules, in view of the addition made to this Division by including in it fuzes for shells and tubes friction for guns if packed in a certain manner. It seems to the Government of India that the most convenient plan would be to mention Division 1 of the Ammunition class in the rules and to give the details of the Division in a note. The phrasing of the rules is, however, a matter for the decision of the Local Government, and need not be submitted again for the sanction of the Government of India. It will be necessary to publish any change made in these rules in the "Bombay Gazette," so as to give persons who have objections to make the rules an opportunity of stating them.—I have, &c.,

L. M. THORNTON,
For Secretary to the Government of India.

BOMBAY CHAMBER OF COMMERCE, *8th January* 1897.

The SECRETARY to GOVERNMENT, Revenue Department, Bombay.

SIR,—I have the honor, by direction, to acknowledge the receipt of your letter No. 9953, of the 8th ultimo, with accompaniments, and in reply to say that the Committee of the Chamber approve of the rules which the Government of India propose to issue under the provisions of the Explosives Act of 1884.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX V.

PROPOSED LORD'S DAY ACT.

LORD'S DAY UNION,

23, CHOWRINGHEE, CALCUTTA, 20*th January* 1896.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—The Lucknow Missionary Conference having had their attention drawn to the fact that there has not been any law in India providing for the rest of the Lord's Day, since the repeal of the Lord's Day Act in 1877, were of opinion that the time was come to present once more a memorial to the Government of India asking for a Short Act on the subject, and they requested the Central Committee of the Lord's Day Union in Calcutta to draft a memorial which might be signed all over the country. The Central Committee fell in very heartily with this suggestion and have drawn up the following memorial which has been widely circulated amongst the Calcutta Central Committee and the Branch Unions in India and has been accepted as suitable for the purpose. It is now proposed that the memorial should be signed by the presidents and secretaries of the Branch Lord's Day Unions in Indian and Burmah, Missionary Conferences, Synods and other public bodies as well as by the President and Secretary of the Central Committee in Calcutta. It will greatly forward the object desired if the officials of other bodies, such as Trade Unions, Chambers of Commerce and Mercantile Associations, as well as representative laymen can be persuaded to join in the memorial.

To save time and expense, it is suggested that those who wish to sign this memorial should fill in the blank in the heading, stating the Society or Association they represent and give their official signatures at its close. If these memorials thus filled in and signed are sent to the above address, as early as convenient, they will all be stitched together and accompanied, when presented to the Viceroy, by a special copy of the memorial in which all the various signatures with official designations will be printed at its foot, so as to bring the whole before His Excellency's eye at a glance.

A resumé of the history of this subject is forwarded at the same time for reference.—By order of the Central Committee of the Lord's Day Union.—Yours, &c.,

JOHN. P. ASHTON, Convener of Sub-Committee.

P.S.—Friends are urged to see that no copy of the petition in whole or part gets into the public prints befor it has been presented to the Viceroy.

To His Excellency the Right Hon'ble VICTOR ALEXANDER BRUCE, Earl of Elgin and Kincardine, P.C., LL.D., G.M.S.I., G.M.I.E., Viceroy and Governor-General of India in Council.

The respectful Memorial of the

SHEWETH,—That your Memorialists beg to approach your Excellency's Government with a few observations on the legal aspect of the Lord's Day, which, in their view, is at present very unsatisfactory.

2. That in thus recalling the attention of the Government of India to the subject, your Memorialists thankfully recognise the courteous manner in which the Government replied to the memorial of the Calcutta Missionary Conference in their letter dated Simla, the 28th October 1892. They would refer to the 5th paragraph of that letter in which it is stated that "all courts and public offices (with a few exceptions, such as police stations,) are closed on that day," and that "the principle of prescribing Sunday as a day of rest has been adopted by the legislature, when this could be justified on other than purely religious grounds." They would refer also to the reply of the Government dated Simla, 27th October 1893 $\frac{\text{Home Department}}{\text{Judicial.}}$ No. 1350, in which it is in effect said that all Sundays throughout the year are holidays to be observed in courts and offices, though it has not been necessary to notify the fact since the passing of the Negotiable Instruments Act of 1881.

3. That your Memorialists would venture to submit that valuable and important as these declarations are, they are insufficient for practical purposes, as would appear from the following considerations :—

(*a*) That before the Repealing Act of 1877, the Lord's Day Act of Charles II. had for a period of 150 years been regarded by the Government as part of the statute law of India, and though some parts of that Act had become obsolete, and certain modifica-

tions were thought necessary to prevent abuses on the part of judgment-debtors and others, yet the Act as a whole constituted the Lord's Day a *dies non* in courts and public offices and, as a matter of fact, the Judges of the High Court recognized it as such in so many words.

(*b*) That the repeal of the Lord's Day Act has, as a matter of fact, brought about a new and serious state of things in the country. There is a tendency to insist on work being done in public offices on Sundays. Private companies also demand work on Sundays from their employés, who, not suspecting such a contingency, did not take the precaution, before coming out to this country, of having a saving clause of exemption from Sunday work inserted in their contract of service. Railway companies, having found that demurrage would now be chargeable on goods not despatched, or transferred on Sundays, began to run a large number of extra and entirely new goods trains on Sundays.

Sunday labour is likewise exacted in certain docks for fear of demurrage being charged. The practice also has grown on the part of the Public Works Department and others to carry on building operations on Sundays to the great grievance of many superintendents and subordinate employés.

(*c*) As a very recent instance of what your Memorialists regard as an evil result arising from uncertainty as to the real principles of the Government in the matter of the Lord's Day, they would refer to the following, which appeared in the *Madras Mail*:—

"The Board of Revenue in the Land Revenue Department having raised a question on the subject of assumption of an office on a Sunday, the Accountant-General wrote to Government to know whether it wished to maintain the Order passed in Minutes of Consultation dated 1852 which prohibited assumption of office on Sundays. The Accountant-General was of opinion that Article 254 of the present Civil Service Regulations appeared to contemplate the possibility of charge being taken on a Sunday. The Madras Government has passed the following Order:—"His Excellency the Governor in Council agrees with the Accountant-General in considering that Article 254 of the Civil Service Regulation contemplates the assumption of charge of an office on Sundays, and so much of extract from Minutes of Consultation, No. 649, Judicial 2nd October, 1852, as prohibited the practice,

will be cancelled. Charge of an office should, however, in no case be assumed on a Sunday, unless such a course is, under the terms of Article 254 of the Civil Service Regulations, absolutely necessary."

Your Memorialists have noted the saving clause at the close of this order, but they venture to submit that it is dangerous to leave it to non-Christian and Christian men alike to determine what is necessary and what is not. Your Memorialists moreover venture to point out that the Madras Government seems, by the above action, to contravene one of those very orders of the Supreme Government, on which so much stress is laid in the reply of the Government of India to the Calcutta Missionary Conference, dated October 1892, which is referred to in the 2nd paragraph of this Memorial.

4. That for these and other reasons, your Memorialists would respectfully contend that the Repeal of the Lord's Day Act has brought in a new and objectionable state of things in this land tending to deprive its citizens of what is regarded by Her Majesty's subjects as an inalienable civil right, which ought to be recognized in the Statute law of the empire. They do not forget that the Government declares that it had no such intention and that it has even passed orders in the opposite direction. But they urge that these orders are inaccessible to the general public and are even liable to be set aside by the subordinate provincial Governments; while the principle laid down in the reply to the Conference, referred to above, is only given in a semi-private communication. They might add that not only has experience proved that the periodic rest of one day in seven is exceedingly desirable on physical, moral and religious grounds for all classes of the community, but also that there is a growing feeling in reference to this subject which is very widespread and by no means confined to the Christian community, so that any legislation, declaring the Lord's Day a general and legal *dies non*, on civil grounds and grounds of expediency and public convenience, would be generally acceptable.

5. That, in conclusion, your Memorialists earnestly pray that your Excellency's Government may pass a short Act in which the Lord's Day shall be declared both a legal *dies non* and a public holiday on which none can be compelled to work or to attend to official duties, except in such particular cases as the Act may definitely specify.

And your Memorialists are ever bound to pray &c.

BOMBAY CHAMBER OF COMMERCE, 29*th February* 1896.

JOHN P. ASHTON, Esq., 23, Chowringhee, Calcutta.

DEAR SIR,—I am directed to acknowledge the receipt of your letter of the 20th ultimo, with its accompaniment and in reply to say that the Committee of the Chamber regret they cannot see their way to supporting the memorial referred to.—I am, &c.,

JOHN MARSHALL, Secretary.

APPENDIX W.

THE INDIAN MERCHANDISE MARKS ACT.

CUSTOMS CIRCULAR No. XIV OF 1896.

RESOLUTION—By the Government of India, Finance and Commerce Department, No. 2914 S.-R., dated the 6th July 1896.

READ—

Resolution in the Finance and Commerce Department, No. 4175, dated the 18th August 1894.

Letter from the Government of Bengal, No. 4194 S.-R., dated the 6th August 1895, and enclosures.

Letter to the Government of Bengal, No. 4065, dated the 23rd August 1895.

Letter from the Government of Bengal, No. 132-F., dated the 21st April 1896, and enclosures.

In the Resolution of the 18th August 1894 cited above, the Government of India directed the adoption at all Indian ports of the practice of the Customs authorities at Bombay in respect of two points connected with the administration of the Indian Merchandise Marks Act, IV of 1889. The practice in respect of these points was thus stated :—

(1) goods bearing the names of British or British Indian firms are detained unless the origin of the goods is indicated on the same label as that on which the name appears.

(2) the indication of the country of origin, as well as of the names of the shippers, is required to be placed on the capsules and corks of bottles of wine and other liquors as well as on the labels.

2. In August 1895, a representation was received from the Calcutta Wine, Spirit, and Beer Association to the effect that the enforcement of the Bombay practice on the second point would injuriously affect the trade in high class wines and spirits. The Board of Revenue pointed out that the complaint was based on a misapprehension of the intention of the orders which applied only to foreign goods bearing the names of British or British Indian manufacturers, dealers, or traders, and could not possibly affect the trade in high class wines and spirits, such articles never being imported with the names of British or British

Indian firms on the capsules or corks of bottles containing them. This view of the scope of the orders was confirmed by the Government of India.

3. A further representation from the Calcutta Wine, Spirit, and Beer Association against the operation of the orders has, however, now been received, and the Government of Bengal recommend that as in their present form they may give rise to misapprehension, it would be well to define them more clearly. The Governor-General in Council agrees in the opinion of His Honour the Lieutenant-Governor that the orders may expediently be made quite clear, and the opportunity has been taken of incorporating them in the Instructions issued with the letter from this Department No. 295, dated the 28th November 1890, for the guidance of Customs authorities in the administration of the Indian Merchandise Marks Act. Those instructions have from time to time been supplemented by rulings issued by the Government of India, and it is now desirable to reissue them as so amended. They are appended to this Resolution, and they should be circulated to all officers of the Customs Department in supersession of the instructions hitherto issued.

EXECUTIVE INSTRUCTIONS FOR THE GUIDANCE OF CUSTOMS OFFICERS IN THE ADMINISTRATION OF THE INDIAN MERCHANDISE MARKS ACT IV OF 1889.

1. Labels or tickets, applied to boxes, cartoons, parcels, or other packages, which are manifestly intended only for the purpose of identifying articles for the convenience of dealers and shopkeepers, and are not specially intended to attract the eye of the purchaser, should not be treated as trade descriptions. *Examples*:—On bundles of hosiery, "hose, brown merino, size 10"; on shoes, "enamelled leather, men's No. 6"; on hats, "brown felt, hard, No. 7."

This instruction does not apply to a mark or description on the goods themselves, nor to a description of quality, nor to a description containing the name of a place, country, manufacturer or trader, nor to a trade-mark.

2. Goods manufactured on the Continent of Europe should be detained if the manufacturer's name and the trade description are expressed in English, unless the name and description are accompanied by the name of the country of manufacture.

In certain cases where the name of a place only is applied, it is not necessary to require the name of the country; for instance, if brandy

is imported from Nantes or Bordeaux and marked with the name of the port of shipment only, it is not necessary to require the addition of the name of the country, because no shipper or importer of brandy from France would wilfully leave room for doubt as to the French origin of the brandy.

If bars of iron or steel of other than English origin have English words stamped thereon the Collector should require the country of origin to be stamped on them.

3. Customs officers should detain, on their own motion and without requiring information, any goods produced or manufactured beyond the limits of the United Kingdom or of British India which are marked with British or British Indian names or trade-marks or with colourable imitations thereof, or which are so described as to indicate or suggest that the goods were produced or made in the United Kingdom or British India, unless the country of origin of the goods is indicated, in conspicuous letters, on the same label as that on which the names, mark, or description appear.

In the cases mentioned in this instruction a description which indicates a particular class or method of manufacture, and includes the name of a place in or a part of the United Kingdom; and is thereby likely or calculated to mislead, includes such terms as "Kidderminster carpets," "Windsor soap," "Balbriggan" on hosiery, "Shetland" on shawls, and the like; for though these terms may be held to be merely indicative of methods of manufacture, they are likely to mislead as to the place of origin.

4. Customs officers should require the indication of the country of origin to be placed to the capsules and corks as well as on the labels of bottles of wine or other liquor produced or made beyond the limits of the United Kingdom or of British India, whenever such goods are

(*a*) so described

(*b*) or have applied to them British or British Indian names or trade marks or colourable imitations thereof in such manner

as to indicate or suggest that the wine or other liquor was produced or made in the United Kingdom or in British India.

If the description and the names are so applied as to indicate merely that the wine or other liquor has been imported by a British or British Indian trader or dealer, it is not necessary to require the indication of origin on the corks and capsules.

5. The cotton piece-goods which must have their length stamped on them, under the orders contained in the notification of the Government of India in the Department of Finance and Commerce, No. 1430, dated the 6th April 1891, are those named below :—

Cambrics.	Longcloths.
Checks, Spots, and Stripes.	Madapollams.
Chadars.	Mulls.
Chadar dhutis.	Muslins.
Dhutis.	Nainsooks.
Domestics.	Printers.
Durias.	Prints.
Drills.	Saris.
Jaconets.	Scarves (eklai).
Jeans.	Sheetings.
Lappets.	Shirtings.
Lawns.	Tanjibs.
Lenos.	Twills.

T cloths and Mexicans.

No other descriptions of cotton goods need be stamped with their length.

6. A report on the proceedings of the Collector should be submitted annually to the local Government for transmission to the Government of India. The report should state the number of cases in which (1) detention was ordered ; (2) detention was followed by confiscation ; (3) detention was followed by release with or without a fine ; (4) detention was ordered on information received ; (5) detention was ordered without information. Under the first head should be specified the section of the Act under which action was taken.

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APPENDIX X.

THE INDIAN COTTON DUTIES AND TARIFF ACTS.

MADRAS CHAMBER OF COMMERCE, *27th February* 1896.

From the Hon'ble Mr. G. L. CHAMBERS, CHAIRMAN, CHAMBER of COMMERCE, Madras, to the CHAIRMAN, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—In the Cotton Duties Act, 1896, Section 3, Sub-Section (6), a Mill is defined as "any building or place where cotton goods are woven, knitted or otherwise manufactured by machinery moved otherwise than by manual labour . . . .," the sole reason for thus limiting the new excise to Mills only being, according to Sir James Westland, the difficulty of taxing the production of the hand loom.

There is, however, an important competitor of the power looms in the Jails in this Presidency, and as there can be no more difficulty in taxing the production of power and hand looms in Jails than that of Mills, this Chamber considers it manifestly unfair that the former should be allowed to compete on 3½% better terms with the latter. The Basel Mission Establishments would also appear to escape the duty altogether, though they have, it is believed, a large number of looms competing with power looms.

The Chamber is not aware to what extent the production of Jail labour—especially where power looms are used—in the Bombay Presidency competes with that of Mill labour, but it opines that the competition, if less serious than in this Presidency, is not inconsiderable. It is obviously the duty of Government to see that the development of its Jail industries is carried out with due consideration to private enterprise, and seeing that there can be no difficulty in levying excise upon cotton goods made in Jails, and Factories such as the Basel Missions possess, this Chamber considers that a representation should be made to the Government of India to the effect that Jails be brought within the Factory Act, and with other buildings now within the scope of that Act be called "Mills" for the purposes of the Cotton Duties Act, whether the motive power in any such Jail or Factory is machine or hand.

Before addressing the Government of India, however, this Chamber is desirous of ascertaining the views of the Bombay, Bengal, and Upper India Chambers of Commerce and of the Bombay Millowners' Association. I shall be obliged, therefore, by your favouring me with an early expression of your opinion on the subject.—I remain, &c.,

G. L. CHAMBERS, Chairman.

BOMBAY CHAMBER OF COMMERCE, *5th March* 1896.

The CHAIRMAN, CHAMBER of COMMERCE, Madras.

DEAR SIR,—I am directed to acknowledge the receipt of your letter of the 27th ultimo, and in reply to say that the Committee of this Chamber quite approve of the Government of India being addressed respecting the exemption of jail and mission manufactories from the operation of the Cotton Duties Act.—I have, &c.,

JOHN MARSHALL, Secretary.

MADRAS CHAMBER OF COMMERCE, 13*th May* 1896.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am desired to acknowledge with thanks the receipt of your letter of the 5th March, and to hand you herewith a copy of the letter which has been addressed by this Chamber to the Board of Revenue in connection with the definition of "Mills" under the Cotton Duties Act.

I am also to express the hope that, in view of the importance of the question, your Chamber will support this Chamber's representation if it has not already done so.—I remain, &c.,

A. C. LAWSON, Secretary.

MADRAS CHAMBER OF COMMERCE, 24*th April*, 1896.

From the Hon'ble Mr. G. L. CHAMBERS, CHAIRMAN, CHAMBER OF COMMERCE, to the SECRETARY, the BOARD of REVENUE, Madras.

SIR,—In the Cotton Duties Act, 1896, Section 3, Sub-Section (6), a Mill is defined as "any building or place where cotton goods are woven, knitted or otherwise manufactured by machinery moved other-

wise than by manual labour. . . . ," the sole reason for thus limiting the new excise to Mills only being, according to Sir James Westland, the difficulty of taxing the production of the hand loom.

There is, however, the Chamber desires to point out, an important competitor of the power looms in the Indian Jails, and as there can be no more difficulty in taxing the production of power and hand looms in Jails than that of Mills, the Chamber considers it manifestly unfair that the former should be allowed to compete, as they now do, on 3½ % better terms with the latter. The Basel Mission Establishments would also appear to escape the Excise duty altogether, though they have, it is believed, a large number of looms competing with power looms.

The Chamber is of opinion that it is obviously the duty of Government to see that the development of its Jail industries is carried out with due consideration to private enterprise, and seeing that there can be no difficulty in levying excise upon cotton goods made in Jails, and Factories such as the Basel Mission possesses, it would urge that a representation be made to the Government of India to the effect that Jails be brought within the Factory Act, and, with other buildings now within the scope of that Act, be called " Mills " for the purposes of the Cotton Duties Act, whether the motive power in any such Jail or Factory is machine or hand.—I have, &c.,

G. L. CHAMBERS, Chairman.

BOMBAY CHAMBER OF COMMERCE, 25*th June* 1896.

The SECRETARY, CHAMBER of COMMERCE, Madras.

DEAR SIR,— I have laid before the Committee of this Chamber your letters of the 13th and 21st ultimo with accompaniments.

In reply, I am directed to say that, in their opinion, the Resolution issued by the Government of India No. $\frac{4 \text{ Jails}}{148\text{-}156}$ dated Calcutta, 24th March 1896, renders any representation to Government unnecessary.—I am, &c.,

JOHN MARSHALL, Secretary.

No. 2372 S. R.

SIMLA, 2*nd June*, 1896.

A. McROBERT, Esq.

MY DEAR SIR,—Last February a deputation from the Upper India Chamber of Commerce waited on Sir James Westland in connection with the Cotton Excise duties and made some representations to him touching the competition of prison and free labour. Sir James Westland promised that orders should issue requiring the excise duty to be taken into account in fixing the selling prices of the prison-made cotton goods competing with goods paying the duty to Government. I now enclose copy of a circular, dated the 24th March, 1896, conveying these orders to the Local Governments.—Yours, &c.,

J. F. FINLAY.

No. $\frac{4\text{—Jails}}{148\text{-}156.}$

HOME DEPARTMENT JAILS,

CALCUTTA, 24*th March*, 1896.

From J. P. HEWETT, Esq., C. I. E., Secretary to the Government of India, to the CHIEF SECRETARY to the GOVERNMENT of MADRAS, the SECRETARY to the GOVERNMENT of BOMBAY, Judicial Department, the CHIEF SECRETARY to the GOVERNMENT of BENGAL, the SECRETARY to the GOVERNMENT of the NORTH-WESTERN PROVINCES and OUDH, Judicial Department, the CHIEF SECRETARY to the GOVERNMENT of the PUNJAB, the CHIEF COMMISSIONER of the CENTRAL PROVINCES, the CHIEF COMMISSIONER of BURMA, the CHIEF COMMISSIONER of ASSAM, the CHIEF COMMISSIONER of COORG, the RESIDENT at HYDERABAD.

SIR,—I am directed to invite a reference to paragraph 8 of Home Department Resolution Nos. $\frac{10}{605\text{-}618}$, dated 7th May 1896, in which the Government of India laid down the principles under which the price of articles manufactured in jails should be regulated. While the prevailing market rates are primarily to be followed, a rate has to be worked out under paragraph 20 of Home Department Resolution of 22nd September, 1882, where such rates do not exist, or cannot be ascertained, due allowance being made for the admitted inferiority of convict to free labour.

2. The system of intramural employment of convict labour has always been worked with the intention that competition with private

enterprise should be, as far as possible, avoided, and it is essential that the price of prison-made goods, for which no prevailing market rate can be ascertained, should be so fixed as to include any tax which is imposed on similar articles produced with free labour. It is, therefore, necessary that the 3½ per cent. duty imposed by Act II of 1896 on certain classes of goods should be added to the items which have, under paragraph 20 of the Resolution of 22nd September, 1882, to be considered in fixing the price of such articles when made in jails, and I am to request that [with the permission of His Excellency the Governor in Council, His Honor the Lieutenant-Governor (and Chief Commissioner)] the necessary instructions may be issued, at an early date, to ensure that this procedure is followed.

3. I am to add that it is not necessary to include the 3½ per cent. duty in the price at which articles of jail manufacture will be debited against the public consuming departments of the Government, though the duty must of course be added to the price lists supplied by the Jail Department to the consuming departments in order that the latter may be able to determine whether the price at which the jail-made articles can be supplied is or is not higher than that at which they can be procured in the open market.— I have, &c.,

J. P. HEWETT, Secretary to the Government of India.

APPENDIX Y.

REGISTRATION OF TRADE MARKS IN INDIA.

BOMBAY, 19*th May* 1896.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—We should feel obliged if you would kindly move the Collector of Customs of this port to follow the example set by the Collector of Customs of Calcutta in registering the trade marks of goods imported into this country. We need not point out the obvious advantage to be gained by such registration, and therefore protection of trade marks, and we trust the Chamber will use their influence in inducing the Collector to do this.

We may mention that a letter appearing in "Capital" from Mr. A. Fordham, Secretary of the Trade Marks Owners' Mutual Protection Association, Ld., declares that the lodging of trade marks with the Customs authorities in England has been the means of stopping very large quantities of goods bearing spurious marks coming into the English markets.—We are, &c.,

TURNER, MORRISON & Co.

BOMBAY CHAMBER OF COMMERCE, 21*st May* 1896.

Messrs. TURNER, MORRISON & Co.

DEAR SIRS,—I am directed to acknowledge the receipt of your letter of the 19th instant, and in reply to say that the Committee of the Chamber have addressed the Collector of Customs, Bombay, on the subject.—I am, &c.,

JOHN MARSHALL, Secretary.

No. 94 OF 1896.

KARACHI CHAMBER OF COMMERCE, 19*th May* 1896.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am instructed by the Managing Committee to request the favor of your kindly furnishing this Chamber with any

information as to what is being done in the matter of the registration of trade marks and numbers, with the Collector of Customs, on behalf of or by firms connected with your Chamber.—I am, &c.,

C. H. CHETHAM, Secretary.

BOMBAY CHAMBER OF COMMERCE, 23*rd May* 1896.

The SECRETARY, KARACHI CHAMBER of COMMERCE, Karachi.

DEAR SIR,—I am directed to acknowledge the receipt of your letter of the 19th instant, and in reply to say that the Committee of this Chamber have addressed the Collector of Customs, Bombay, calling attention to the arrangement recently made by the Custom House authorities in Calcutta to accept the deposit or registration of trade marks, and asking if similar action can be taken by him for the purpose of protecting importers in Bombay. On receipt of his reply I shall communicate with you again.—I am, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, 21*st May* 1896.

The COLLECTOR of LAND REVENUE, CUSTOMS and OPIUM, Bombay.

SIR,—The attention of the Committee of the Chamber having been drawn to the arrangement recently made by the Custom House authorities in Calcutta to accept the deposit or registration of trade marks with a view to preventing the importation into India of goods bearing colourable imitations of such marks, I am directed to enquire whether you could see your way to taking similar action for the purpose of protecting importers in Bombay, and if not, what your objections are to so doing.—I have, &c.,

JOHN MARSHALL, Secretary.

No. C-10150 of 1896.

Bombay Custom House, 27*th June* 1896.

From J. Pollen, Esq., B.A.,LL.D., I.C.S., Collector of Land Revenue, Customs and Opium, Bombay, to the Secretary, Chamber of Commerce, Bombay.

Sir,—With reference to your letter, dated the 21st May last, on the subject of the registration of trade marks at the Bombay Custom House, I have the honour to invite your attention to the letter No. 3138, dated the 7th May 1891, to you from the Under-Secretary to Government, Revenue Department, forwarding copy of a letter No. 1584, dated the 15th April 1891, from the Government of India, and your reply thereto, dated the 27th May 1891, published at pages 168 and 321 of the Chamber's printed Annual Report for the year 1891, and to state that the whole question was carefully considered by my predecessor, and dealt with most exhaustively, with the result that he came to a conclusion against the proposed register. In this conclusion I concur.—I have, &c.,

J. POLLEN, Collector of Customs and Opium

Bombay Chamber of Commerce, 2*nd July* 1896.

The Secretary, Bengal Chamber of Commerce, Calcutta.

Dear Sir,—I am directed by the Committee of this Chamber to ask you to be good enough to supply them with information as to how the Trade Marks Register, instituted by the Collector of Customs of your port, is found to work in practice. It has been reported here that considerable difficulty has been experienced in working the Register, and as the Collector of Customs in Bombay is averse to instituting a similar practice here, my Committee are desirous of getting reliable information on the subject.—I am, &c.,

JOHN MARSHALL, Secretary.

No. 953-96.

Bengal Chamber of Commerce,

Calcutta, 6*th July* 1896.

The Secretary, Bombay Chamber of Commerce.

Dear Sir,—I hasten to reply to your favor of 2nd July on the subject of the registration of trade marks by the Collector of Customs. The attempt to register trade marks at the Customs House

has not been a success. The Committee understand that difficulties having arisen, the whole scheme has been re-submitted for the consideration and orders of the Government of India.—Yours, &c.,

S. E. J. CLARKE, Secretary.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 15*th September* 1896.

The SECRETARY, BOMBAY CHAMBER of COMMERCE.

DEAR SIR,—I am instructed by my Committee to hand you herewith copy of a circular issued by this Chamber, No. 299-96, dated the 11th September current, notifying the discontinuance of the Registration of Trade Marks by the Collector of Customs, Calcutta.

W. PARSONS, Assistant Secretary.

CIRCULAR No. 299-96.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 11*th September* 1896.

Memo :—The following is circulated for the information of Members of the Chamber.

S. E. J. CLARKE, Secretary.

CUSTOM HOUSE, CALCUTTA, 10*th September* 1896.

EXTRACT, advertisement, from "The Englishman" of Friday, 11*th September* 1896.

Customs Notice.

The Registration of Trade Marks at the Calcutta Custom House has been discontinued under the orders of Government.

E. N. BAKER, Offg. Collector of Customs.

BOMBAY CHAMBER OF COMMERCE, 24*th September* 1896.

The SECRETARY, BENGAL CHAMBER of COMMERCE, Calcutta.

DEAR SIR,—I beg to acknowledge with thanks the receipt of your letter No. 1295 of the 13th instant, giving cover to copy of a circular issued by your Chamber, notifying the discontinuance of the Registration of Trade Marks by the Collector of Customs, Calcutta.—I am, &c.,

A. F. BEAUFORT, Chairman.

APPENDIX Z.

DUES LEVIABLE IN RESPECT OF THE BASSES AND MINICOY LIGHTS.

No. 3627-S. R.

GOVERNMENT OF INDIA,
FINANCE AND COMMERCE DEPARTMENT.

SIMLA, *25th August* 1896.

To the SECRETARY, BOMBAY CHAMBER of COMMERCE.

SIR,—I am directed to state for the information of the Chamber, that an order by Her Majesty in Council, dated the 29th June 1896, has been received from the Secretary of State for India, revising as follows, with effect from the 1st July 1896 (or from date of receipt if that date is later than the 1st July) the dues leviable in respect of the Basses and Minicoy Lights. The order was published in the *Gazette of India* of 22nd August 1896.

In respect of the Great Basses and Little Basses Lights the dues are fixed at three-eighths of one penny per ton, and in respect of the Minicoy Light at one-eighth of one penny per ton of the burden of every ship on every voyage in which she passes or derives benefit from the lights.

These dues are subject to an abatement or discount of twenty-five per centum and are leviable at ports in India in Indian currency at the rate fixed for the time being for the adjustment of accounts between the Imperial and Indian Governments.—I have, &c.,

J. E. O'CONOR,
Assistant Secretary to the Government of India.

No. 3587-S. R.

20th August, 1896.

ORDER—By the Government of India, Finance and Commerce Department.

Read—

Despatch from the Secretary of State for India, No. 94 (Revenue), dated the 30th July 1896, and enclosures.

No. 94 REVENUE.

INDIA OFFICE,
LONDON, *30th July* 1896.

To His Excellency the Right Honourable the GOVERNOR GENERAL of INDIA in COUNCIL.

MY LORD,—I forward, for the information of your Excellency's Government, 100 copies of an Order in Council, made on the 29th

June 1896, revising the dues leviable in respect of the Basses and Minicoy Lighthouses, together with a like number of tables showing the amount of dues leviable at ports in India at the Treasury rate of exchange of one shilling and one penny halfpenny per rupee, less the abatement of 25 per cent.; and I request that they may be distributed to Collectors of Customs at the various ports in India without delay.—I have, &c.,

GEORGE HAMILTON.

AT THE COURT AT WINDSOR.

29th June 1896.

PRESENT:

The Queen's Most Excellent Majesty in Council.

Whereas by an Order in Council, dated the 22nd day of May, 1883: After reciting (amongst other things) that by the Merchant Shipping Act Amendment Act, 1855, it was enacted that in any case in which any Lighthouse, buoy, or beacon, had been or should be thereafter erected or placed on or near the coasts of any British Possession by or with the consent of the Legislative Authority of such Possession, Her Majesty might by Order in Council fix such dues in respect thereof to be paid by the Owner or Master of every ship which passes the same or derives benefit therefrom as Her Majesty might deem reasonable, and might in like manner from time to time increase, diminish, or repeal such dues, and that from the time specified in such Order for the commencement of the dues thereby fixed, increased, or diminished, the same should be leviable throughout Her Majesty's dominions in manner thereinafter mentioned: And reciting that Lighthouses had, by and with the consent of the Legislative Authority of the Colony of Ceylon, been constructed and placed on the Great Basses Rock and on the Little Basses Rock in the said Colony, and a light had been exhibited from each of such Lighthouses: And reciting that it was proposed to construct a Lighthouse on the Island of Minicoy between the Maldive and the Laccadive Islands, and to exhibit a light therefrom: And reciting that the Legislative Authorities of India, Ceylon, the Straits Settlements, and Mauritus had given such consents as were necessary either to the erection of the Lighthouses or to the collection of dues in respect thereof: And reciting section 10 of the Public Works Loans Act, 1881, which provided (amongst other things) that so long

as any money was due to the Public Works Loan Commissioners on account of any loan under that section, the dues payable in respect of the Great Basses Lighthouse and the Little Basses Lighthouse, or the Minicoy Lighthouse should be altered only with the consent of the Commissioners of Her Majesty's Treasury: And reciting that it was expedient that provision should be made for the payment of such of the said dues as might be payable in India, Ceylon, the Straits Settlements, and Mauritius, including the Seychelles Islands, in the currency of the respective countries in which they are payable: And reciting that the Lords Commissioners of Her Majesty's Treasury had signified their consent to the dues specified in the two Schedules annexed to the Order now in recital; And reciting that the several classes of ships therein particularly specified would pass the said Great Basses Lighthouse and the said Little Basses Lighthouse, and would derive benefit therefrom: And reciting that the several classes of ships therein also particularly specified would pass the said Minicoy Lighthouse and would derive benefit therefrom: Her Majesty, by the said Order now in recital, was pleased to direct that from and after the date of such Order the dues specified in the Schedule marked A, thereunto annexed, should be levied in respect of the Great Basses Lighthouse and the Little Basses Lighthouse: And that from and after the first exhibition of a light from the said Minicoy Lighthouse the dues specified in the Schedule marked B, thereunto annexed, should be levied in respect thereof:

And whereas all advances made by the Public Works Loan Commissioners in respect of the Great Basses Lighthouse, the Little Basses Lighthouse, and the Minicoy Lighthouse have been repaid:

And whereas by an Order in Council, dated the 9th day of May, 1892, Her Majesty was pleased to direct that from the time therein mentioned the dues theretofore levied in respect of the said Lighthouses under the hereinbefore recited Order of the 22nd day of May, 1883, should be subject to an abatement or discount of 50 per centum:

And whereas by the Merchant Shipping Act, 1894, the Merchant Shipping Act Amendment Act, 1855, has been repealed, but the hereinbefore recited provisions of such last-mentioned Act are re-enacted and continued by the said Merchant Shipping Act, 1894:

And whereas it has been made to appear to Her Majesty to be expedient that the amount of the dues specified in the Schedules

marked A and B, annexed to the said recited Order of the 22nd day of May, 1883, as altered by the said recited Order of the 9th day of May, 1892, should be varied by diminishing the same in manner hereinafter mentioned:

And whereas the provisions of section one of the Rules Publication Act, 1893, have been complied with:

Now, therefore, Her Majesty, in exercise of the powers vested in Her by the said recited Acts, or either of them, doth by this Order in Council fix the dues to be paid in respect of the Great Basses Lighthouse and the Little Basses Lighthouse at three-eighths of one penny per ton of the burden of every ship on every voyage in which she passes or derives benefit from the said lights, that is to say:

Every ship which, in the same voyage by the southward of Ceylon, shall cross a line drawn from the southernmost point of Ceylon to the north-westernmost point of the Island of Sumatra, and also a line from the southernmost point of Ceylon to Cape Guardafui on the eastern coast of Africa, and *vice versa*.

Every ship which, in any voyage to or from any place in the Maldive Islands, shall cross a line drawn from the southernmost point of Ceylon to the north-westernmost point of Sumatra.

Every ship which in any voyage from any port on the eastern coast of Africa, south of Cape Guardafui, or from any port in Madagascar, Bourbon, Mauritius, or any island adjacent to the same, including the Seychelles and the Chagos Islands; or in any voyage in which such ship shall have rounded the Cape of Good Hope eastward shall cross a line drawn from the southernmost point of Ceylon to the southernmost point of the coast of Tenasserim, and shall, between the 1st day of April and the 30th day of September, both included, arrive at any port situated north of such line.

Every ship which having departed between the 1st day of October and the 31st day of March, both included, from any port situated to the northward of such last-mentioned line, and also to the westward of the ninetieth meridian of longitude east from Greenwich, in any voyage to any port on the eastern coast of Africa south of Cape Guardafui, or to any port in Madagascar, Bourbon, Mauritius, or any island adjacent thereto including the

Seychelles and the Chagos Islands, or in any voyage in which such ship shall round the Cape of Good Hope westward, shall cross the latitude of the Great Basses Lighthouse, or the little Basses Lighthouse on the eastward-side of the said lighthouse.

And further Her Majesty doth by this Order in Council fix the dues to be paid in respect of the Minicoy Lighthouse at one-eighth of one penny per ton of the burden of every ship on every voyage in which she passes or derives benefit from the said light, that is to say:

Every ship which in any voyage shall or may pass between the Laccadive Islands and the Maldive Islands through the channel known as the nine degree channel, north of Minicoy Island, or through that known as the eight degree channel south of Minicoy Island.

And further Her Majesty is pleased to direct that the dues hereby fixed shall be subject to an abatement or discount of twenty five per centum.

And further that when the said dues are paid or collected in India, Ceylon, Mauritius, or the Seychelles Islands, the same may be paid in the currency of those countries at the rate fixed for the time being by the Lords Commissioners of Her Majesty's Treasury for the adjustment of accounts between the Imperial and Indian Governments.

And further that when the said dues are paid or collected in the Straits Settlements, the same may be paid in the currency of that country according to the current rate or value of the dollar in English currency at the port where the said dues are paid or collected.

And lastly Her Majesty is pleased to order and direct that this Order shall come into operation and take effect on and after the 1st day of July, 1896, or from the time of the receipt of the notice of this Order (if that be later) by the officers authorized to collect light dues, from which dates respectively the dues specified in the Schedules annexed to the said Order of the 22nd day of May, 1883, and altered by the said Order of the 9th day of May, 1892, shall cease to be levied.

C. L. PEEL.

TABLE showing the Amount of Great and Little Basses and Minicoy Light Dues leviable at ports in India at the Treasury Rate of Exchange of One Shilling and One Penny Half-penny per Rupee, less the Abatement of Twenty-five per Cent.

Great and Little Basses, ¾d. per Ton, Less 25 per cent.				Minicoy, ½d. per Ton, Less 25 per Cent.				Great and Little Basses, and Minicoy, ¼d. per Ton, Less 25 per Cent.			
Tons Net.	Rs.	a.	p.	Tons Net.	Rs.	a.	p.	Tons Net.	Rs.	a.	p.
1			4	1			1	1			5
2			8	2			3	2			11
3		1	0	3			4	3		1	4
4		1	4	4			5	4		1	9
5		1	8	5			7	5		2	3
6		2	0	6			8	6		2	8
7		2	4	7			9	7		3	1
8		2	8	8			11	8		3	7
9		3	0	9		1	0	9		4	0
10		3	4	10		1	1	10		4	5
20		6	8	20		2	3	20		8	11
30		10	0	30		3	4	30		13	4
40		13	4	40		4	5	40	1	1	9
50	1	0	8	50		5	7	50	1	6	3
60	1	4	0	60		6	8	60	1	10	8
70	1	7	4	70		7	9	70	1	15	1
80	1	10	8	80		8	11	80	2	3	7
90	1	14	0	90		10	0	90	2	8	0
100	2	1	4	100		11	1	100	2	12	5
200	4	2	8	200	1	6	3	200	5	8	11
300	6	4	0	300	2	1	4	300	8	5	4
400	8	5	4	400	2	12	5	400	11	1	9
500	10	6	8	500	3	7	7	500	13	14	3
600	12	8	0	600	4	2	8	600	16	10	8
700	14	9	4	700	4	13	9	700	19	7	1
800	16	10	8	800	5	8	11	800	22	3	7
900	18	12	0	900	6	4	0	900	25	0	0
1,000	20	13	4	1,000	6	15	1	1,000	27	12	5
2,000	41	10	8	2,000	13	14	3	2,000	55	8	11
3,000	62	8	0	3,000	20	13	4	3,000	83	5	4
4,000	83	5	4	4,000	27	12	5	4,000	111	1	9
5,000	104	2	8	5,000	34	11	7	5,000	138	14	3

Board of Trade, London, 1st April, 1896.

Ordered, that the despatch and its enclosures be published in the *Gazette of India;* also that copies be forwarded to the Governments of Madras, Bombay and Bengal, and to the Chief Commissioner of Burma, in continuation of No. 3109, dated the 27th July 1892.

APPENDIX AA.

OFFICIAL TELEGRAPH VOCABULARY.

No. 5282-T.

SIMLA, 25*th September* 1896.

From the DIRECTOR GENERAL of TELEGRAPHS, to the SECRETARY, BOMBAY CHAMBER of COMMERCE, Bombay.

SIR,—I have been requested by the Director of the International Office of Telegraph Administration at Berne to send you the accompanying circular on the subject of the official vocabulary, the obligator yuse of which has been indefinitely postponed by the International Telegraph Conference lately held at Budapest, pending the issue of a new edition.

2. The general desire expressed at the Conference in regard to the vocabulary was to satisfy to the fullest extent the wishes of merchants and Chambers of Commerce, and to this end it is clearly advisable to reproduce in the new edition all the admissible words now to be found in actually existing private codes.

3. The request of the International Office to be furnished with copies of private codes seems therefore a reasonable one, as if they are consulted and fully made use of, there should be no cause for complaints hereafter that any particular interest has been neglected; while the codes themselves will remain serviceable even after the vocabulary is declared obligatory, provided they are constructed in accordance with the regulations laid down for International Telegraphy.—I have, &c.,

R. V. LUKE, Offg. Director General of Telegraphs.

CIRCULAR issued by the International Bureau of Telegraphic Administrations at Berne to Chambers of Commerce, code makers, etc., concerning the Second Edition of the Official Vocabulary :—

The International Telegraph Conference which met at Budapest from the 16th June to the 22nd July, 1896, has given the following form to

Article 8 of the Regulations which bear on code language and the Official Vocabulary:—

ARTICLE VIII.

1. Code language is that which is composed of words each having an intrinsic sense, but not forming comprehensible phrases, in one or more of the authorised languages for telegraphic correspondence in plain language.

2. The words of code language may not have a greater length than ten characters, according to the Morse alphabet. They ought to be taken from one or more of the German, English, Spanish, French, Dutch, Italian, Portuguese and Latin languages.

3. Proper names may figure in telegrams drawn up wholly or in part in code language only so far as they are employed with their signification in plain language. Nevertheless, proper names appearing in the Official Vocabulary may be admitted with an agreed signification.

4. The despatch office may demand from the sender the production of his code with the object of ascertaining if the rules laid down in the three preceding paragraphs are complied with.

5. From a date to be fixed by a future Conference, all the words employed in private telegrams drawn up in code language shall be extracted from the duly augmented Official Vocabulary compiled by the International Bureau of Telegraphic Administration.

It follows from this article that the International Bureau of Telegraphic Administrations has been instructed to prepare and to publish the duly augmented new edition of the Official Vocabulary.

In the discussion on the matter which preceded the decisions of the Assembly, opinion on the character of this second edition of the Official Vocabulary was clearly set out. The essential characteristics are the following :—

The second edition ought to contain many more words than the first to satisfy all commercial requirements. It ought in all respects to bear the character of a vocabulary pure and simple, that is, of a dictionary of words of the eight authorised languages from which code compilers may choose those which suit them best. It is a question, therefore, of avoiding all choice of words and all particular arrangements which could lead the buyer of this second edition to confound it with a code. In other words, it will no longer be necessary to pay attention to the typographical, telegraphical, and phonetical similarity

between the words, consequently there will be found there some words between which there will only be one letter difference, and of which the telegraphic difference may amount to *nil*.

It should be understood that this new vocabulary will sooner or later be declared obligatory for both the European and extra European services.

The International Bureau, with the object of causing as little prejudice as possible to the owners of private codes already existing, believe it useful to introduce in this new edition, as far as circumstances permit, all the words of those codes, provided that they are true words, unmutilated and extracted from the eight authorised languages, and that they have not less than five and not more than ten letters.

To attain this object it will be necessary that the International Bureau should be in possession of the codes for which the compiler or the owner desire to assure validty after the definite adoption of the Official Vocabulary.

The International Bureau therefore beg Chambers of Commerce, code compilers, and all persons who desire to see words of certain codes reappear in the second edition of the Official Vocabulary to send, *before the end of the year*, a copy [of such code] to the address below given.

It is to be understood that such codes ought to be forwarded gratuitously, and that the use of the words appearing in them cannot be treated as infringing the author's rights.

Le Bureau International des Administrations telegraphiques

à Berne (Suisse).

Berne, 1st September, 1896.

BOMBAY CHAMBER OF COMMERCE, *1st October* 1896.

To the DIRECTOR-GENERAL of TELEGRAPHS, Simla.

SIR,—I have the honour to acknowledge, with thanks, the receipt of your letter No. 5282-T of the 25th ultimo, forwarding copy of a circular received by you from the Director of the International Office of Telegraph Administration at Berne on the subject of the Official Vocabulary, the obligatory use of which, the Committee are pleased to learn,

has been indefinitely postponed by the International Telegraph Conference lately held at Budapest, pending the issue of a new edition.

2. While the Chamber would welcome the issue of a revised edition of this Code, I am to say that it is strongly opposed to it ever being made compulsory, existing private codes and keys, as long as they conform to telegraphic rules, being permissible. As the best existing keys or vocabularies are copyright, it is not open to the members of the Chamber to assist, even if they wished to do so, the International Telegraph Conference in the direction suggested in the third para. of your letter, nor do the Committee consider that the labour of men who have made a study of codification and have spent time and large sums of money in assisting the public to cheapen the cost of telegraphing should be rendered null and void by compliance with the proposal now submitted.

3. The Committee of the Chamber trust that you will continue, as in the past, to oppose the *compulsory* adoption of an official vocabulary, should the proposal be again brought forward, as they are strongly opposed to rendering nugatory all the efforts which have from time to time been made, and useless all the expense which has been incurred, in order to give the commercial community codes which met their requirements, as also to compulsorily limit future liberty of invention, so necessary to framers of codes, in order to permit them to keep pace with the exigencies of an ever increasing and developing trade which receives no assistance but the reverse from the high rates charged by the Telegraph Companies.

4. If the International Telegraph Conference, however, can frame a vocabulary better, cheaper, and with a larger number of ciphers than existing private ones, it will no

doubt meet with a large sale and be generally adopted, but its use should not under any circumstances be made compulsory.—I have, &c.,

A. F. BEAUFORT, Chairman.

BOMBAY CHAMBER OF COMMERCE, *2nd October* 1896.

The SECRETARY, CHAMBER of COMMERCE, Calcutta, Madras, Karachi, Cawnpore, Rangoon, and Singapore.

DEAR SIR,—I beg to forward, for the information of your Committee, copies of the accompanying correspondence on the subject of the Official Telegraph Vocabulary.—I am, &c.,

A. F. BEAUFORT, Chairman.

No. 203 OF 1896.

KARACHI CHAMBER OF COMMERCE, 13*th October* 1896.

The CHAIRMAN, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am directed by the Managing Committee of this Chamber to acknowledge, with thanks, your letter of 2nd instant, enclosing, for their information, copies of correspondence on the subject of the Official Telegraph Vocabulary.—Yours, &c.,

C. H. CHETHAM, Secretary.

RANGOON CHAMBER OF COMMERCE, 31*st October* 1896.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am desired by the Committee to thank you for your letter of 2nd instant, with copy of letter addressed to the Director General of Telegraphs, on the subject of the Official Telegraph Vocabulary, and to say that they have the whole matter now under consideration.—I am, &c.,

ALEX. D. WARREN, Secretary.

MADRAS CHAMBER OF COMMERCE, 10*th November* 1896.

The CHAIRMAN, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I beg to thank you for your letter of the 2nd ultimo, enclosing copy of your reply to a letter from the Director General of Telegraphs, regarding the Official Telegraphic Vocabulary.

The Chamber is in entire agreement with the views expressed by your Chamber, and is addressing the Director General to that effect.—I remain, &c.,

W. T. SHAW, Vice-Chairman.

SINGAPORE CHAMBER OF COMMERCE, 10*th November* 1896.

The CHAIRMAN, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—Referring to my letter of 27th ultimo, I have now to inform you that your correspondence on this subject has been considered by the Committee.

2. They agree with what you have written against the Vocabulary being made compulsory.

It would, as you point out, practically abolish all other Vocabularies, in the compiling of many of which labour and money have been freely expended, and it would limit that ingenuity and invention in the arranging of codes which has hitherto kept pace with the ever increasing exigencies of trade.

3. In similar terms they address the General Post Office, London, with whom they are in correspondence on the subject—copy of letter is enclosed.—I have, &c.,

ALEX. B. GRANT, Secretary.

SINGAPORE CHAMBER OF COMMERCE, 10*th November* 1896.

The SECRETARY, GENERAL POST OFFICE, London.

SIR,—I have the honour to acknowledge the receipt on 28th ultimo, No. 353133 of your letter of 30th September, communicating the decision of the Buda Pest Conference as to the Official Vocabulary for Code Telegrams, and enclosing Circular letter dated 1st September from the International Telegraph Office, Berne, with the request that the Chamber take such steps as it may deem desirable to give effect to the wishes therein expressed.

2. While the Chamber would welcome such a vocabulary as is proposed in the circular, they must express their decided objections to its ever being made compulsory to the exclusion of existing vocabularies; these, so far as they conform to Telegraph Rules should be permissible. Many of them are copyright, compiled at great labour and expense, and to the thousands whose codes are based on them, their suppression would mean fresh expenditure and inconvenience.

And in putting an end to vocabulary compiling as a profession, it is to be feared that much of the ingenuity hitherto displayed in code arrangement to the great increase of business facilities, would also disappear.

3. The Committee regret that owing to all the more important codes in use here being copyright, it is not open to members of the Chamber to assist in sending copies to the Office at Berne, but this is probably of little consequence, as they are all based on vocabularies in common use on your side, as will appear from the list which I hope to send you before 31st proximo.—I have, &c.,

ALEX. B. GRANT, Secretary.

APPENDIX BB.

REFUNDS OF STAMP DUTY ON SPOILED BILLS OF EXCHANGE.

MADRAS CHAMBER OF COMMERCE, 21*st July* 1896.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I beg to enclose a copy of a letter which this Chamber addressed to the Board of Revenue, Madras, regarding the refund of the value of stamps on spoiled Bills of Exchange. The Board has referred the matter for the orders of Government, but in the meantime the Chamber would be glad to be informed what is the custom obtaining in Bombay.—I remain, &c.,

A. C. LAWSON, Secretary.

MADRAS CHAMBER OF COMMERCE, 18*th January* 1896.

From the Hon'ble Mr. G. L. CHAMBERS, Chairman, Chamber of Commerce, Madras, to the SECRETARY, the BOARD of REVENUE, Madras.

SIR,—I have the honour to invite the Board's attention to the following particulars regarding a claim for refund of stamp upon certain spoiled Bills of Exchange which was rejected by the Collector of Madras.

2. Messrs. Dymes and Co. drew up certain Bills of Exchange which they discovered to have been inadvertently rendered unfit, through a clerical error, for the purpose for which they were intended, and as the Bills were not executed, they claimed a refund under Clause A of Section 51 of the Stamp Act 1 of 1879 (the Stamp Act) which enacts as follows :—

> "Allowance shall be made by the Collector for impressed stamps spoiled in the cases hereinafter mentioned, namely, (*a*) the stamp on any paper inadvertently and undesignedly spoiled, obliterated or by any means rendered unfit for the purpose intended, before any instrument written thereon is executed before any person."

3. The Collector, in declining to grant a refund, stated that this Clause " does not seem to apply to the circumstances of the case. It applies only where accidental spoiling of the paper of which the stamp is made has occurred, and does not cover cases in which a person has used the paper in the ordinary way, but has made a mistake in so using it." Against this interpretation of the clause, Messrs. Dymes and Co. protested, pointing out that stamped Bills of Exchange were frequently inadvertently spoiled by being drawn up on the wrong bankers, or for an incorrect amount, as in this case, or at a different usance from that which had been stipulated for by the drawees, and that when such mistakes had been discovered before execution, as in this case, a refund of the stamp had been applied for, and hitherto granted. They directed attention to that portion of the Clause sanctioning an allowance when Bills had " by any means " been " rendered unfit for the purpose intended." Further, Messrs. Dymes and Co. contended that even if the Bills had been signed, they could claim a refund either under Clause (*b*), which provides for a refund on any Bill of Exchange signed by the drawer but not negotiated by the drawee, etc., or under Clause (*d*) para. 2, which allows a refund on an instrument executed by any person, but afterwards found unfit by reason of any error or mistake therein, for the purpose originally intended. As, however, Messrs. Dymes and Co. had not signed the Bills, they claimed a refund under Clause (*a*). The Collector was requested, if he were unable to agree with this view of the case, to refer the matter to the Board.

4. In declining to do so, the Collector remarked that " the spoiled stamp papers referred to do not appear to fall under Clause (*a*) of Section 51 of the Stamp Act under the circumstances under which they became spoiled, nor do I think that any reference to the Board is necessary under the interpretation recently put upon that Clause by the High Court, *vide* para. 13 in O. S. No. 28-92, published at page 124 of the Indian Law Reports, Madras, Volume XVIII of 1895," which is embodied in the first portion of the Collector's reply alluded to in para. 3.

5. The Chamber is of opinion that the Collector was not justified in refusing a refund, as Clause (*a*) very clearly directs a refund under circumstances identical with those in this case, and as he was, evidently, in some doubt as to the correct interpretation of the Clause—*vide* extracts from his letters quoted above—the Chamber regrets that he did not comply with the reasonable request that the

matter might be referred to the Board. The judgment of the High Court, to which the Collector refers, appears to the Chamber to be directly contrary to the Act, as the Collector will not sell the stamps separately, for when a paper is spoiled the stamp is thereby spoiled for use.

6. The members of this Chamber have hitherto experienced no difficulty in obtaining a refund for spoiled stamps under circumstances similar to those referred to above, and they fail to understand why this novel interpretation of the Section has been adopted. Under the circumstances, I have the honour to request that the Board will issue early orders on the subject.—I have, &c.,

G. L. CHAMBERS, Chairman.

BOMBAY CHAMBER OF COMMERCE, 30*th July* 1896.

The SECRETARY, CHAMBER of COMMERCE, Madras.

DEAR SIR,—I beg to acknowledge the receipt of your letter of the 21st instant, with accompaniment, and in reply to say that the custom in Bombay with regard to obtaining refunds of the value of stamps on spoiled Bills of Exchange is to send to the Collector any Bill which is spoiled or found useless for the purpose for which it was drawn, and the refund is allowed, less the usual discount of one anna. Even in the case of drafts sent home and subsequently returned unused, the value of the stamps has been recovered months after they were impressed.—I am, &c.,

A. F. BEAUFORT, Chairman.

APPENDIX CC.

UNIFORM SYSTEM OF STORM SIGNALS.

No. 3524 OF 1896.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 10*th August* 1896.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith copy of a memorandum from the Government of India No. 1720 45-1, dated the 18th ultimo, and accompaniment, regarding the question of having a uniform system of storm signals for the whole of India, and to request that you will be so good as to favour Government with the opinion of the Chamber of Commerce on the proposals made in the letter from the Meteorological Reporter to the Government of India.—I have, &c.,

J. DE. C. ATKINS, Secretary to Government.

No. $\frac{1720}{45\text{-}1}$

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT,
(METEOROLOGY.)

SIMLA, 18*th July* 1896.

Forwarded to the Government of Bombay with a request that the Government of India may be favoured with the opinion of the local Government on the proposals of the Meteorological Reporter.

F. G. SLY, Under-Secretary to the Government of India.

LIST OF PAPERS FORWARDED.

Letter from the Meteorological Reporter to the Government of India, No. 456-S. dated the 11th June 1896.

No. 456-S.

SIMLA, 11*th June* 1896.

From the METEOROLOGICAL REPORTER to the GOVERNMENT of INDIA, to the SECRETARY to the GOVERNMENT of INDIA, Revenue and Agricultural Department.

I have the honour to inform you that I have received a letter from the Director of Marine, forwarding a letter from Commander C. F. Oldham,

R. N, in charge Marine Survey of India, in which he calls attention to a defect in the system of storm signals at present in force in India. He points out that the same storm signal has different meanings in different ports of the coast of India, and suggests that it is extremely desirable to have one uniform system for the whole of India so that there may be no confusion.

2. There are at present three systems of signals in force in India.

The first is a complicated system for the river Hoogly and which is necessary for the full protection of vessels proceeding from Calcutta down the river to sea immediately before or during the prevalence of stormy weather in the Bay. It is a special system of signals devised and gradually improved to meet special conditions, and it would not be desirable to make any change in it, more especially as I believe the Port Officer and the whole body of the Hoogly pilots who have to use the signals are satisfied with them.

The second is the system worked by the Bengal Meteorological Office for giving storm signals to all the ports on the Bay of Bengal, including :—

BURMA PORTS.

Akyab.	Moulmein.
Bassein.	Tavoy.
Rangoon.	Diamond Island.

BENGAL PORTS.

Balasore.	False Point.
Chandballi.	Narayanganj.
Puri.	Chittagong.

MADRAS PORTS.

Bimlipatam.	Madras.
Gopalpore.	Negapatam.
Vizagapatam.	Tuticorin.
Cocanada.	Pamban.
Masulipatam.	

The same system of signals is used to warn the Madras Ports on the Malabar coast, *viz.* :—

Mangalore.	Telicherry.
Calicut.	Cochin.

The warnings are given to these four ports by the Simla Meteorological Office.

The third system is worked by the Simla Meteorological Office for giving storm warnings to ports on the Bombay Coast of the Arabian Sea from Kurrachee to Honavar, *viz* :—

Kurrachee.	Alibag.
Cutch Mandvi.	Ratnagiri.
Veraval.	Vengurla.
Porbandar.	Goa.
Bhavnagar.	Mormugao.
Daman.	Karwar.
Bombay.	Kumta.
Murud-Janjira.	Honavar.

The present system for these ports was introduced in 1888, and no change has been made or suggested during the past eight years.

The last two systems may perhaps be defined as the Bay system and the Bombay system. Captain C. F. Oldham's suggestion is that these two systems should be modified into one uniform system for the whole of India (with the exception of the River Hoogly as stated above).

3. The following gives the storm signals as sanctioned at the present time for these two systems.

BAY OF BENGAL AND MALABAR COAST.

CAUTIONARY SIGNAL.

None.

WEST COAST, (BOMBAY PORTS.)

CAUTIONARY SIGNAL.

"The square flag *W* of the International Code hoisted on the storm signal staff. It indicates the existence of disturbed weather off some part of the West Coast of India in the neighbourhood of the port or ports at which the signal is hoisted; or the advance of a cyclonic storm across the Peninsula from the Bay of Bengal which may hence shortly cross the Western Ghats and give squally or stormy weather in the Arabian Sea. The disturbed conditions may in either case pass away without giving stormy cyclonic weather to the West Coast ports or to the adjacent parts of the Arabian Sea, in which case the cautionary signal will be taken down as soon as it is certain that stormy weather will not shortly follow. If, however, the disturbed weather be the first indication of the probable formation or approach of a cyclonic storm, this cautionary signal will be followed by one of the ordinary storm signals, indicating the probable position, character and track of the approaching storm."

WARNING SIGNAL.

Indicates that a cyclone or cyclonic storm has formed in the centre or north of the Bay of Bengal, and that it is advancing towards the coast or port at which the signal is hoisted.

No. 1. Warning signal. A Ball by day and three white lights in a vertical line by night.

WARNING SIGNAL.

Indicates that a storm is in existence in the Arabian Sea which may either approach the port or which may shortly cross one of the usual tracks of vessels leaving the port.

There is no night signal corresponding to this day signal.

Signal No. 1 or warning signal —a Drum.

BAY OF BENGAL.

DANGER SIGNAL.

Indicates that a cyclone or cyclonic storm is approaching the coast or port in question.

No. 2. Danger Signal. A Drum by day and two white lights in a vertical line by night.

WEST COAST.

DANGER SIGNALS.

(*a*) Indicates that a cyclonic storm is likely to affect the port and give it strong winds, at first from southwards. The shift of wind will depend on the track of the storm (*i.e.*, whether from east or west, &c.)

Signal No. 2, a black cone, apex down by day, and three red lights, apex down by night.

(*b*) Indicates that a cyclonic storm is likely to affect the port and give it strong winds, at first from northwards. The shift of wind will depend upon the track of the storm (*i.e.*, whether from east or west, &c.)

Signal No. 3— a black cone, apex up by day and three red lights, apex up by night.

(*c*) Indicates that a heavy cyclone is approaching the port and that the centre will probably pass over or very near to the port; and hence that the shift of wind is likely to be rapid and the strength of the wind to be great.

Signal No. 4— a black drum over a black cone by day and four red lights in the form of a square by night.

4. It will thus be seen that a drum in one part of the Indian Coast is a warning signal and in another is a danger signal, and hence a steamer in passing from say Mangalore to Karwar might find the same storm signal hoisted at neighbouring stations, but with a very different signification. This might evidently lead to serious mistakes on the part of the Captains of coasting steamers if they were not aware of or forget the change of system in passing from one port to the other.

5. I fully agree with Captain Oldham that it is extremely desirable the present dual system should be replaced by a single and uniform system of storm signals for warning the ports of the Arabian Sea and Bay of Bengal (excepting those on the Hoogly river).

6. It appears to me that in the present stage of meteorological knowledge and science in India, the warning of storms by signals hoisted at any port on the coast of India should indicate—

(1) Whether the approaching storm is of moderate or great intensity.

(2) Whether the storm centre is likely to pass—

(*a*) Considerably to the northward ;

(*b*) Considerably to the southward;

(*c*) Inland at or near the port.

This extent of information is desirable in order to enable the Captains of vessels to decide what will be the probable shift of wind and the best course to pursue if they have to leave the port for the open, as is the case at the great majority of ports on the east and west coasts of the Peninsula when the danger signal is hoisted.

7. I have the honour to propose for the consideration of the Government of India and the various authorities concerned the following uniform system which will enable the warning officers at Simla and Calcutta to give as ample and full warning as is at present possible on the lines laid down in the preceding paragraph for the whole coast of India except the Hooghly river :—

DAY SIGNALS.

I.—Cautionary Signal.

Bay of Bengal.	Arabian Sea.
The square flag W of the International Code hoisted on the storm signal staff as a cautionary signal indicates the existence of disturbed squally weather in the	The square flag *W* of the International Code hoisted on the storm signal staff as a cautionary signal indicates the existence of disturbed weather off some part of the

Bay of Bengal which may be the first stage in the formation of a cyclonic storm and which if it develops is likely to affect that part of the coast on which the port is situated.

The disturbed conditions may pass away without developing into a cyclonic storm, in which case the cautionary signal will be taken down as soon as it is certain that stormy weather will not shortly follow. If, however, the disturbed weather be the first indication of the probable formation or approach of a cyclonic storm, the cautionary signal will be followed by one of the ordinary storm signals, indicating the probable position, character and track of the approaching storm.

West Coast of India in the neighbourhood of the port or ports at which the signal is hoisted; or the advance of a cyclonic storm across the Peninsula from the Bay of Bengal which may hence shortly cross the Western Ghats and give squally or stormy weather in the Arabian Sea.

The disturbed conditions may in either case pass away without giving stormy cyclonic weather to the West Coast ports or to the adjacent parts of the Arabian Sea, in which case the cautionary signal will be taken down as soon as it is certain that stormy weather will not shortly follow. If, however, the disturbed weather be the first indication of the probable formation or approach of a cyclonic storm, this cautionary signal will be followed by one of the ordinary storm signals indicating the probable position, character and track of the approaching storm.

II.—Warning Signal.

A ball indicates that a cyclonic storm has formed, which will probably advance to that part of the coast on which the port is situated, but is still at a considerable distance from it.

III.—Danger Signals.

(1) A cone apex downwards indicates that a cyclonic storm (probably of slight to moderate intensity) is affecting the port and that its centre will probably cross the coast considerably to the south of the port.

(2) A cone apex upwards indicates that a cyclonic storm (probably of slight to moderate intensity) is affecting the port, and that its centre will probably cross the coast considerably to the north of the port.

(3) A drum indicates that a cyclonic storm (probably of slight to moderate intensity) is affecting the port and that its centre will probably cross the coast over or near to the port.

In order to indicate that a cyclonic storm in the sea area near a port is of great intensity, a ball is added to (and placed underneath) the corresponding danger signal. The following shows the proposed great danger signals and their significance :—

IV.—GREAT DANGER SIGNALS.

(1) A cone apex downwards and ball below indicate that a cyclonic storm of great intensity is affecting the port and that its centre will probably cross the coast considerably to the south of of the port.

(2) A cone apex upwards and ball below indicate that a cyclonic storm of great intensity is affecting the port and that its centre will probably cross the coast considerably to the north of the port.

(3) A drum with a ball below indicates that a cyclonic storm of great intensity is affecting the port and that its centre will probably cross the coast over or near to the port.

8. For the night storm signals I suggest two arrangements for the consideration of the authorities concerned. The first is a simple system, giving the minimum necessary warning by night, whilst the other gives practically the same extent of warning as the day storm signals proposed above for adoption and hence appears to me to be preferable to the first system :—

FIRST PROPOSED SYSTEM OF NIGHT SIGNALS.

WARNING SIGNAL.

Two white lights. Indicate that a cyclone or cyclonic storm is in existence and is advancing towards the coast on which the port is situated.

DANGER SIGNAL.

Three white lights. Indicate that a cyclonic storm or cyclone is in the immediate neighbourhood of, and is approaching the coast on which the port is situated.

This is virtually identical with the system of night signals at present in force on the Burma, Bengal and Madras ports.

SECOND PROPOSED SYSTEM OF NIGHT SIGNALS.

Cautionary Signal.

None Necessary.

Warning Signal.

Two red lights in a vertical line (corresponding to day warning signal) indicate that a cyclonic storm has formed, which will probably advance to that part of the coast on which the port is situated, but is still at a considerable distance from it.

Danger Signals.

(1) Three red lights forming a triangle apex downwards (corresponding to the day danger signal No. 1) indicate that a cyclonic storm (probably of slight to moderate intensity) is affecting the port and that its centre will probably cross the coast considerably to the south of the port.

(2) Three red lights forming a triangle apex upwards (corresponding to the day danger signal No. 2) indicate that a cyclonic storm (probably of slight to moderate intensity) is affecting the port and that its centre will probably cross the coast considerably to the north of the port.

(3) Four red lights forming a square (corresponding to the day danger signal No. 3) indicate that a cyclonic storm (probably of slight to moderate intensity) is affecting the port and that its centre will probably cross the coast over or near to the port.

Great Danger Signals.

(1) Three red lights with a white light below (corresponding to the day great danger signal No. 1) indicate that a cyclonic storm of great intensity is affecting the port and that its centre will probably cross the coast considerably to the south of the port.

(2) Three red lights with a white light below (corresponding to the day great danger signal No. 2) indicate that a cyclonic storm of great intensity is affecting the port and that its centre will probably cross the coast considerably to the north of the port.

(3) Four red lights with a white light below (corresponding to the day great danger signal No. 3) indicate that a cyclonic storm of great intensity is affecting the port and that its centre will probably cross the coast over or near to the port.

9. If necessary the alternative night signals might be slightly simplified by diminishing the number of red lights by one throughout, but

the number of times these signals would have to be hoisted at any station would not exceed two in the year and on the average of all stations not oftener than once in two years. The question of the trouble of hoisting these signals hence appears to be of no importance, and the matter should hence be decided on the ground of whether it is desirable to give the same extent of warning by night as by day.

10. It will be necessary to issue notifications in the Provincial Gazettes, but the preparation of these notifications in their proper form can lie over until the various authorities have been consulted and have agreed to accept the proposed system of signals as they stand or with suitable modifications.—I have, &c.,

JOHN ELIOT,
Meteorological Reporter to the Government of India.

BOMBAY CHAMBER OF COMMERCE, 20*th August* 1896.

The SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—I have the honor to acknowledge the receipt of your letter No. 3524 of the 10th instant, forwarding copy of a Memorandum from the Government of India and accompaniment, regarding the question of having a uniform system of storm signals for the whole of India, and asking for the opinion of the Chamber on the proposals made in the letter from the Meteorological Reporter to the Government of India.

2. In reply, I am to say that the Committee agree with Commander Oldham, R. N., and the Meteorological Reporter that it is very desirable that a single and uniform system of storm warnings be adopted for all ports in India, excepting, for the reasons stated in the Government Memorandum, those at present in use on the Hoogly river.

3. As to the details of the proposed day and night signals, the Chamber wish to express no opinion, preferring to leave the decision with the experts to be consulted by the Government of India.—I have, &c.,

A. F. BEAUFORT, Chairman.

APPENDIX DD.

PAPER CURRENCY RESERVE.

No. 3921-A.

FINANCE AND COMMERCE DEPARTMENT.

NOTIFICATIONS.

ACCOUNTS AND FINANCE.

Paper Currency.

SIMLA, 11*th September*, 1896.

The following correspondence with Her Majesty's Secretary of State for India, relating to the proposal to take power from the Legislature to raise from eight to ten crores of rupees the limit up to which the paper currency reserve may be invested in Government securities, is published for general information, in continuation of the correspondence published with the notification in this Department, No. 1636-A., dated the 10th April 1896.

No. 131.

2nd June 1896.

From the GOVERNMENT of INDIA to the SECRETARY of STATE for INDIA.

We have the honour to forward the papers entered in the annexed schedule relating to a proposal to amend section 19 of the Indian Paper Currency Act so as to raise from eight to ten crores of rupees the amount of the paper currency reserve which may be invested in Government securities.

2. The maximum limit of the invested reserve was raised in 1890 from six to eight crores of rupees by Act XV of 1890, which was passed in accordance with the sanction given in Lord Cross' Despatch No. 107, Financial, dated the 12th June 1890. Acting on the sanctions conveyed in Lord Cross' Financial Despatches Nos. 235 and 206, dated respectively the 6th November 1890 and 29th October 1891, we increased the investment first to seven crores and subsequently to the full amount of eight crores of rupees. The completion of the additional investment was reported in our Despatch No. 65, Financial, dated the 23rd March 1892.

3. Since that time the circulation of currency notes has considerably increased. The following table gives the figures of the circulation for all India from 1887-88 to 1895-96.

[In lakhs of rupees.]

Month.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.
April	14,02	16,54	15,83	17,42	25,71	23,96	24,22	30,64	30,76
May	13,90	17,03	15,77	17,65	26,18	25,28	24,99	31,13	30,17
June	14,08	17,69	16,24	17,94	26,81	26,77	26,49	31,40	30,86
July	15,48	18,06	16,50	19,18	27,04	28,46	27,05	31,20	32,43
August	15,66	17,69	16,15	20,50	26,93	29,06	28,30	31,57	31,54
September	16,78	16,94	16,14	22,97	26,34	28,97	28,98	31,23	30,37
October	17,78	16,74	16,63	25,66	25,99	28,94	28,59	31,81	29,98
November	18,61	15,50	16,67	26,54	25,88	28 83	29,62	32,36	28,39
December	17,69	15,15	15,47	27,04	24,85	26,05	30,13	31,45	27,82
January	17,08	15,28	16,29	27,66	22,62	26,61	30,52	29,50	27,12
February	16,45	14,83	16,37	26,42	22,90	25,86	30,20	30,35	25,99
March	16,42	15,74	15,77	25,69	24,08	26,40	30,41	30,70	25,94
Average	16,16	16,43	16,15	22,89	25,44	27,10	28,29	31,11	29,28
Maximum ...	18,61	18,06	16,67	27,66	27,04	29,06	30,52	32,36	32,43
Minimum ...	13,90	14,83	15,47	17,42	22,62	23,95	24,22	29,50	25,94

For the reasons explained in paragraph 3 of the letters from our Financial Secretary dated the 7th November 1895, we do not consider it quite safe to assume that the currency notes held by the Government Reserve Treasuries and by the Presidency Banks at their head offices form part of the circulation which can be counted on as permanent; and we decided to exclude those notes from the figures used for the present discussion. Excluding them, the following table shows for the year 1889-90 and subsequent years the net circulation, that is to say, the amount of notes which remain in the hands of the public:

[In lakhs of rupees.]

Month.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.
April	13,20	13,71	17,28	18,72	20,84	18,64	21,81
May	13,39	13,96	17,41	19,47	19,99	19,00	21,34
June	13,40	13,66	17,90	19,97	19,49	19,09	20,83
July	13,44	13,73	17,37	20,59	19,19	19,10	21,49
August	12,95	14,48	17,61	20,49	18,96	19,49	21,58
September	13,20	15,13	17,69	21,66	19,09	19,55	22,37
October	13,51	15,88	19,17	22,12	18,83	20,12	23,04
November	13,31	15,67	19,01	22,30	18,84	20,65	22,84
December	13,69	16,59	19,39	22,40	19,66	21,82	23,02
January	13,62	16,92	18,21	21,76	19,19	22,15	22,52
February	13,33	17,51	18,44	21,33	18,24	21,65	22,40
March	13,50	17,62	18,45	21,68	18,49	21,31	22,14
Average	13,38	15,40	18,16	21,04	19,23	20,21	22,11
Maximum	13,69	17,62	19,39	22,40	20,84	22,15	23,04
Minimum	12,95	13,66	17,28	18,72	18,24	18,64	20,83

4. It will be seen that in 1889-90 the net circulation amounted to only about 13 or 13½ crores, while during the three years ending 1895-96 the minimum net circulation has been well above 18 crores. The net circulation has now attained a level more than 50 per cent. higher than in the year 1889-90; and we are of opinion that it will be quite safe to raise the limit of the investment to ten crores. The statistics of circulation might indeed justify an even greater increase in the investment, but we do not desire to go to the full limit of safety. An investment of the reserve to the extent of ten crores would represent less than 50 per cent. of the present average circulation. The proposed increase would therefore appear to leave a fully sufficient margin to secure the immediate convertibility of the note even during a commercial crisis.

5. We consulted the Presidency Banks and the Chambers of Commerce in this country on the subject. The replies show that none of these bodies calls in question the proposal to make this increase in the investment on the ground that it would diminish the security for the convertibility of the currency note; the mercantile and banking opinion is practically unanimous that in increasing the investment by two crores there is no risk whatever so far as the convertibility of the note is concerned. Since the proposal was circulated for the opinion of the Banks and Chambers of Commerce, additional evidence of the security with which the proposed increase could be made has been forthcoming. Since August last—the latest month for which figures were given in the letters of the 7th November 1895—the total gross circulation (shown in the first table of paragraph 3 of this despatch) has gone down from 31½ crores to 26 crores. But notwithstanding this reduction in the gross circulation, the net circulation (shown in the second table) which is the balance which remains in the hands of the public and which can be depended upon to a large extent to remain in their hands, has increased by a small amount. When we consulted the Banks and Chambers of Commerce, we based our proposals entirely upon the statistics of the net circulation. The evidence, therefore, afforded by this diminution of the gross circulation entirely unaccompanied by any diminution in the net circulation, adds considerable strength to our argument.

6. If any objection had been raised to the proposed increase of the investment on the ground of its affecting the public assurance of the convertibility of the currency, we would be inclined to drop the pro-

posal whether we agreed with the argument or not. We would hold that the question being one of the public credit of a Government Department, should be judged by the opinions of the Banking and Commercial public. But the only objection that has been raised to the proposal is that we might by throwing upon the market two crores of rupees to some extent endanger our currency policy, that is, the policy which was initiated by the closure of the mints in 1893. It is argued that the result of the measure we propose being to add two crores to the circulation of silver coin, it must necessarily be inconsistent with the policy of raising the value of the rupee by restricting the quantity of rupees in circulation. This was one of the declared objects of the currency policy of 1893, to which we firmly adhere. We would not be prepared for the sake of a more or less inconsiderable present economy to take any measure which would have a substantial effect in materially retarding the attainment of the end sought by the measures of 1893 ; but we do not consider that the effect of the measure we now propose upon the exchange value of the rupee would be so considerable as to interfere effectively with the operation of the policy of 1893 or to warrant our foregoing the saving of six or seven lakhs which will accrue from the increase of the investment.

7. Moreover, we have some doubt whether in discussing the question of investment of our currency reserve we are at liberty to look at considerations of the kind discussed unless the harmful effects of the measure are so clear as to be beyond the possibility of doubt. We believe that strong objection would be taken to our manipulating the currency reserve with the intention of producing any effect upon the exchange value of the rupee. For the same reason we are inclined to doubt whether, when a measure affecting the currency reserve is proposed from the point of view of paper currency reserve, pure and simple, we ought to allow ourselves to be influenced by the possible effect which a measure, desirable from a currency reserve point of view, may have upon the exchange value of the rupee.

8. We therefore ask your Lordship's permission to introduce a Bill to give effect to the proposal during the next Calcutta Legislative Session, if on consideration it then appears desirable in view of public opinion to do so. We would postpone all action until that season, in order that the measure may be fully discussed by the representatives of commercial interests. The manner in which we should effect the increase would, with your Lordship's approval,

be to allot to the Head Commissioner of Paper Currency two crores worth of new debt at the average rate of subscription to an early, probably the first, public loan of sufficient magnitude issued after the passing of the Act raising the limit.

No. 129 FINANCIAL.

6th August 1896.

From the Right Honourable LORD GEORGE HAMILTON, Secretary of State for India, to His Excellency the Right Honourable the GOVERNOR GENERAL of INDIA in COUNCIL.

I have considered in Council your Excellency's letter, dated the 2nd of June, No. 131, proposing to introduce into the Legislative Council, at the next Session in Calcutta, a Bill to amend the 19th section of the Paper Currency Act, in such a manner as to raise from 8 to 10 crores of rupees the amount of the reserve which may be invested in Government securities.

2. I consider that the increase in the average circulation of the paper currency is sufficient to justify the proposed step, and I therefore assent to the course proposed by your Excellency.

3. I am of opinion that, in such a measure, the best course is to deal with the paper currency on its own merits, and not to allow the question of the proper reserve to be dependent on the possible effect which the addition of two crores of rupees to the supply in the market may have on the exchange value of the coin.

APPENDIX EE.

LOSS OF CARGO DURING DISCHARGE AT COCHIN.

COCHIN CHAMBER OF COMMERCE, *8th August* 1896.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—We lately had some correspondence with you in connection with losses of cargo during discharge, and I am now directed to solicit your kind co-operation in endeavouring to obtain an explanation of the exceptional loss of cargo which is alleged to have occurred while being discharged from the steamer "Planet Mercury."

This steamer left here for your port last evening, and it was only late yesterday afternoon when the attention of this Chamber was solicited to the numerous certificates which the captain had granted for bags lost overboard, and although a letter was promptly sent to him requesting an explanation of same, no reply has been received.

It is reported that on the last day of steamer's discharge, when only about 750 bags *in all* were put out, certificates were granted for over 100 bags alleged to have gone overboard, and it is impossible to believe that, unless the bags were deliberately thrown into the sea, such heavy losses could have occurred during the ordinary course of discharge, and more especially as on that particular day the weather was finer than it had been for some weeks.

The more likely explanation of these certificates is that finding on completion of discharge that steamer was short of cargo, the ship's officers, no doubt at the instigation of native tally clerks employed on board, and who are probably well aware of the value of such certificates, fraudulently certified that bags had been lost overboard, in order to avoid claims on the steamer for short delivery and shield themselves from blame for careless tallying.

Instances of this description are now occurring so frequently that it is of the utmost importance every endeavour should be made to check such frauds, and as there now appears to be an opportunity of closer

investigation, I trust that your Chamber may see their way to call upon the captain of the "Planet Mercury" for an explanation, or perhaps you might ask the Underwriters' Association to do so.

Thanking you in anticipation and awaiting to hear with much interest the result of your action in the matter,—I remain, &c.,

ERNEST H. BLACK, Hony. Secretary.

P.S.—Since writing above I have received a letter from the captain of the "Planet Mercury," as per copy enclosed, and which speaks for itself. I would only remark that the head tally clerk is a native, whose integrity is *not* above suspicion, and if the bags were so damaged as to be likely to fall from the sling, it seems to me that it was the duty of ship's officers to arrange for a safer method of discharging them.

E. H. B.

S.S. "PLANET MERCURY,"
COCHIN, *7th August* 1896.

To the HONORARY SECRETARY, CHAMBER of COMMERCE, Cochin.

DEAR SIR,—I am in receipt of your letter, and in reply I beg to inform you that the loss of the 100 bags in question was owing to the damaged state of the bags. I do really admit that the weather that day was far better than what I used to have on previous occasions, but the rolling of the vessel was no better owing to the heavy swell.

I hereby enclose for your information the certificate granted to me by my head tally clerk, who was an eye-witness on the occasion; if you want any further proof, I shall be glad to forward a certificate from my chief officer from Bombay to which I am sailing to-night.—Yours, &c.,

WM. C. HILLEN, Master.

COCHIN, *7th August* 1896.

I hereby certify that while discharging cargo ex the s.s. "Planet Mercury," the number of bags lost overboard, as specified in the boat note, was owing to the damaged state of the bags which were at the bottom tier of the hold, and while slinging and passing over the ship's side were lost overboard. The weather on this day being fairly fine, but still the usual rolling of the ship in swell which helped the cause of the bags dropping from the slings overboard.

T. L. JACOB, Head Tally Clerk,
s.s. "Planet Mercury."

BOMBAY CHAMBER OF COMMERCE, 13*th August* 1896.

The SECRETARY, CHAMBER of COMMERCE, Cochin.

DEAR SIR,—The Committee of the Chamber having considered your letter of the 8th instant, calling attention to the exceptional loss of cargo which is alleged to have occurred at your port while being discharged from the s.s. "Planet Mercury," I am to say that as the matter is one which more directly concerns underwriters—and your previous correspondence on the subject took place with the Bombay Underwriters' Association—your communication has been passed on to the Committee of that body for such action as they may wish to take in the matter.—I am, &c.,

A. F. BEAUFORT, Chairman.

BOMBAY CHAMBER OF COMMERCE, 13*th August* 1896.

The SECRETARY, BOMBAY UNDERWRITERS' ASSOCIATION.

DEAR SIR,—I beg to wait upon you for such action as your Committee may think fit to take, the accompanying letter and enclosure received by the Chamber from the Chamber of Commerce at Cochin in reference to the exceptional loss of cargo which is allowed to have occurred at Cochin while being discharged from the s.s. "Planet Mercury."—I am, &c.,

A. F. BEAUFORT, Chairman.

APPENDIX FF.

TELEGRAPH CHARGES BETWEEN INDIA AND EUROPE.

No. $\frac{E}{169}$ OF 1896.

PUBLIC WORKS DEPARTMENT,
BOMBAY CASTLE, 12*th March* 1896.

To the CHAIRMAN of the CHAMBER of COMMERCE, Bombay.

SIR,—At the request of the Government of India in the Public Works Department, I am directed to inform yon that delegates from the Indian and Indo-European Telegraph Departments will be sent to represent the interests of the Government of India at the next International Telegraph Conference at Buda-Pesth. The Government of India state that the Secretary of State for India has been informed of the representations made by the various Chambers of Commerce in favour of a reduction of the rates for telegraph messages between India and Europe, and of the Government of India's reply to those representations; that his Lordship has been addressed on the subject of the instructions which will be given to the Indo-European Telegraph Department delegate, and that on receipt of his Lordship's reply, directions will be formulated for the guidance of the delegate from India.—I have, &c.,

G. OWEN DUNN, Under-Secretary to Government.

No. 279-96.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 20*th February* 1896.

The SECRETARY, BOMBAY CHAMBER of COMMERCE, Bombay.

DEAR SIR,—The Committee of this Chamber of Commerce desire me to hand you, herewith, copy of a letter they have addressed to the Government of Bengal, on the important subject of a reduction in the telegraph charges between England and India, and to express a hope that your Chamber of Commerce will find itself in a position to support the contention of this Chamber.—Yours, &c.,

S. E. J. CLARKE, Secretary.

No. 256-96.

BENGAL CHAMBER OF COMMERCE,
CALCUTTA, 12*th February* 1896.

From S. E. J. CLARKE, Esq., Secretary, Bengal Chamber of Commerce, to the SECRETARY, GOVERNMENT of BENGAL, Public Works Department.

SIR,—The Committee of the Chamber of Commerce instruct me to tender you their thanks for the copies of correspondence forwarded with your Memorandum No. 16 M. P. I., dated the 3rd of January. The Committee note, with considerable satisfaction, that it is the expressed intention of the Government of India, to press for a reduction of the charges for telegraph messages between India and Europe, on the occurrence of a favourable opportunity. Such an opportunity may probably be furnished by the assembling at Buda-Pesth, in the course of the next few months, of an International Telegraph Conference.

2. This subject possesses a lively interest for all those, whether in Europe or in India, engaged in Indian commerce. It is also of interest to those of the general public who frequently find themselves debarred from sending in private business instructions by telegraph in anticipation of detailed information and instructions by letter. It is of importance to the general public who desire to be kept more fully supplied with the events that daily occur in the two hemispheres, and which information has been scantily supplied owing to the continued high cost of telegraph messages. That the various Indian Chambers should have approached the Government from time to time urging a reduction of telegraphic rates, on the traffic by wire between Europe and India, would only go to show that Indian merchants feel keenly the pressure of existing high rates even after allowance has been made for the use of elaborate Codes, so constructed as to cover, to a greater or less extent, ordinary commercial details. The representations, however, of Indian merchants and Indian Chambers of Commerce are supported by such influential bodies as the Chambers of Commerce of London and Liverpool. It has been pointed out by the London Chamber of Commerce that the present rates are not only very high, but practically there has been but little reduction per word in the charge for Indian messages during the past twenty years. The mere statement of such a fact as this would indicate a great hardship to Indian commerce unless it could be shown, on the other hand, that the Companies working the telegraph to the East have done so at a loss. So

far from this being the case, it may be accepted, as pointed out by the London Chamber of Commerce, "that the Telegraph Companies are in a sufficiently strong position financially and otherwise, were they so disposed, to undertake the risk of a possible loss of revenue, under reduced rates."

3. The contention of this Chamber is that the reduction made at the Berlin Conference was so slight as practically to have but little effect, and further that a reduction of rates would be more than made up for by the increase of traffic in mercantile messages, and that a decrease in charges would further go a long way to tap sources of traffic up to the present lying untouched and fallow. It seems to the Committee of the Chamber that it is a false policy, on the part of the Telegraph Companies, to ignore general traffic, and confine themselves to considering almost exclusively the requirements of commerce. For although these requirements no doubt will hold a first place, it cannot be denied that the general public have interests which can be largely and efficiently served by the use of the telegraph, and that cheapness in the charge for messages must develop the use of the telegraph into a recognised and popular convenience.

4. The last International Telegraph Conference was held in Paris in 1890; five years previously the Conference was held at Berlin, and at this Conference a reduction of sixty cents per word on Indian messages was made, the charge being reduced from five francs sixty cents. to five francs.

5. At the Paris Conference no reduction was proposed or made. Telegraph Companies, indeed, complained that although there had been a reduction made at the Berlin Conference, traffic had not increased to such an extent as to enable them to recover from the effect of the reduction. The reason is obvious. The reduction did not go far enough and was practically illusory. Whatever increase in the earnings of the Telegraph Companies has taken place, has arisen, not from any concessions they have made to the requirements of Indian trade, but from the natural growth of that trade itself. The necessities of commercial men have caused them to resort more largely than ever to the telegraph. But this is quite a different thing from saying that they have used it to such an extent as they would desire, or to such an extent as they would beyond question have used it, were the rates for messages fixed at a tariff to encourage them to resort to the wire. The following table will show that the increase in Indian messages since 1885-86 is merely nominal, while there has been a marked increase in the Trans-Indian messages :—

Year.	Indian Messages.				Trans-Indian Messages.				Totals.			
	Number of words.	Total net value.			Number of words.	Total net value.			Number of words.	Total net value.		
		£	s.	d.		£	s.	d.		£	s.	d.
1878-79	1,720,865	310,009	16	2	841,866	117,170	15	7	2,562,731	427,180	11	9
1879-80	1,916,511	337,767	6	8	1,030,660½	142,541	14	11	2,947,171½	480,309	1	7
1880-81	2,143,516	379,839	8	8	1,043,695½	143,776	13	1	3,187,211½	523,616	1	9
1881-82	2,012,597½	360,011	1	9	1,140,106	155,093	0	8	3,152,703½	515,104	2	5
1882-83	2,086,976½	384,007	5	9	1,196,822½	161,035	16	7	2,283,799	545,043	2	4
1883-84	2,056,841½	368,880	9	2	1,286,291½	175,123	6	7	3,343,139	544,003	15	9
1884-85	2,033,938	360,469	16	5	1,421,111	195,974	2	6	3,455,049	556,443	18	11
1885-86	2,328,875	404,063	1	4	1,442,842	194,749	16	11	3,771,717	598,812	18	3
1886-87	2,214,948¾	352,159	11	4	1,441,312	193,393	8	5	3,656,260¾	545,552	19	9
1887-88	2,207,439	338,324	5	6	1,616,877	213,106	12	4	3,824,316	551,430	17	10
1888-89	2,183,567½	335,257	11	4	1,691,066¾	220,776	19	5	3,875,534¼	556,034	10	9
1889-90	1,945,184	325,185	3	9	1,633,614½	228,917	15	8	3,578,798¼	554,102	19	5
1890-91	2,235,127	345,608	2	10	1,828,445	238,281	18	6	4,063,572	583,890	1	4
1891-92	2,347,250	360,097	15	5	2,240,228¼	284,427	7	3	4,587,478¼	644,525	2	8
1892-93	2,319,743	359,591	14	8	2,329,715	292,907	7	3	4,649,458	652,499	1	11
1893-94	2,384,673¾	375,091	17	5	2,587,508½	329,947	19	3	4,972,182¾	705,039	16	8

6. The evidence of this table may be thus condensed :—

Year.	Indian Messages.		Trans-Indian Messages.	
	Words.	*Value.* £	*Words.*	*Value.* £
1885-86	2,328,875	404,063	1,442,842	194,749
1893-94	2,384,673	375,091	2,587,508	329,947

This bears out the remark of the Chairman of the Eastern Telegraph Company, at the annual meeting of the Company held on the 25th July 1895, that an examination of the message receipts from all sources would show a small decrease on the Indian traffic and a considerable increase on that to Australia and China. It did not seem to occur to the Chairman that, when he stated this fact, he was merely informing the shareholders that the rates to India are too high to attract a larger volume of traffic, whilst the lower rates between England and Australia and China have created a traffic which, after the experience of only four years, shows a slight but encouraging excess over the guaranteed income. It must be borne in mind that there is a guarantee arrangement between the Telegraph Companies and the Australian Governments by which the Companies are secured against loss on the basis of their receipts at the time the agreement was entered into. The working of this agreement shows, for the fourth year, a slight excess over the guarantee figures. The development of the traffic during the term of the agreement is shown as under :—

Loss, first year	£55,040
Loss, second year	£43,558
Loss, third year	£12,384

And this result has been obtained by a reduction from 9*s.* 4*d.* to 4*s.* 9*d.* per word, one-half of the loss—in all £110,982—was borne by the Companies and one-half by the Australian Governments.

7. The effect of this reduction may be shown in another way. In 1889 when the tariff to Australia was at the higher rate, the Indo-European Telegraph Department received £6,235 whilst in 1895, at the lowered rate, its receipts were £6,133. The lesson of these figures must be obvious. It has been stated above that the financial position of the Telegraph Companies is so strong as to justify them in taking

the risk of a substantial reduction in the rates on Indian messages. The report of the Eastern Telegraph Company, which may be taken in illustration of this position, shows that for the year ended 31st March 1895 the dividend declared was 6½ per cent., whilst the very large sum of £100,000 was carried to the General Reserve Fund. The year previous this fund had been strengthened by no less than £110,000. If the share list is an indication of the condition of a public Company, then the Committee find that Ordinary and Preference Shares and Debenture Stock of this Company having a nominal value of £6,099,690 possessed at one time last year a market value of £9,719,439, that is an appreciation of 59 per cent. The work of the Indo-European Telegraph Department of the Government of India, the control of which was transferred, in April 1893, to the Secretary of State, also shows that the Trans-Indian traffic has been very large. In 1889 the net receipts on a capital of Rs. 1,14,58,000 were 0·44 per cent., while in 1893-94 on a capital of only Rs. 12,000 less, the net receipts were 4·28.

8. That, again, the Telegraph Companies may safely venture upon a reduction of rates may be inferred from what has taken place in connection with telegraph communication with South Africa. The Governments of Great Britain, the Cape of Good Hope, Natal, the South African Republic and the British South African Company have entered into an arrangement by which the Telegraph Companies will "receive a portion of the subsidies now payable." The agreement, in the words of Sir John Pender, will "ensure us—the Companies—15 years' prosperity." The rates are to be reduced from 8s. 9d. to 5s. per word for public telegrams, and from 2s. 2½d. to 1s. 6d. per word for press telegrams. It is clear from this statement that the experience of the Telegraph Companies as regards Australia is also their experience with South Africa. The reduction in the tariff for messages produces, in the one case, so large an increase in traffic as in four years to extinguish the loss to the Companies and the guaranteeing Governments, and, in the other, so large an increase as to enable the Companies whilst granting a reduction of 42·8 per cent. on the charge for public telegrams to consent to a reduction also of the subsidies paid to them.

9. I am to point out, with reference to my remark, a reduction in rates would attract to the Overland Telegraph Lines a large amount of general traffic, that it is to the interest of the Companies working these lines to encourage such a traffic to the utmost of their power.

The unit for measurement in a traffic message is a word composed of ten letters. It is, therefore, to the interest of telegraph agencies that the use of small words should be encouraged and developed. The shorter the word the quicker the transmission, the greater the simplification of the message, and the less severe the tax upon the translator. In fact the Eastern Telegraph Company itself, some years ago appealed to the public to use "simple words." Now, there can be, the Committee think, but little doubt that with cheap telegraphy, the use of simpler words would be increased as an aid to Code messages, whilst for the portion of the public not using Codes, every effort would be made to couch a message in short, pithy, and appropriate words. Messages would not only be simpler but, as regards Code words, of shorter length. I am to point out that the effect of maintaining a high range of tariff has been to drive merchants and traders into the use of Codes for the condensation of messages, to mitigate the cost which has been found to press heavily upon trade. The use of Codes gives much trouble and additional office work in the compilation and translation of messages, and in practice Codes are never found to be sufficiently elastic to provide mercantile firms with facilities necessary in dealing with the changes inseparable to business. The Committee are impressed with the fact that present rates and want of adequate facilities at a reasonable price, are having a repressing influence upon the development of trade, and they believe that greater freedom of communication by telegraph between the East and the West would assist to increase the volume of trade between India and England. As an illustration it has lately come to their notice that, when alterations are about to take place in customs duties, or taxation generally, merchants desire to communicate such information to their home firms and constituents, and have found that the cost at the present tariff has been almost prohibitory. They have, therefore, had to depend upon information being transmitted by the Press Agency.

I am to add that, in the opinion of the Committee of the Bengal Chamber of Commerce, it is short-sighted policy on the part of the Telegraph Companies to continue to force traders and merchants to the use of Codes, encouraging ingenuity in the compilation of Codes, and that the value of Codes as reducing the cost of commercial messages may easily be over-exaggerated.

10. The Committee trust that His Honor the Lieutenant-Governor will consider they have made out their case in favour of a reduction

of telegraphic rates on Indian messages, and they would solicit His Honor's favourable consideration of this letter and his support to the contention of the Chambers of Commerce. The Committee believe that a substantial reduction in rates is not only a necessity but can be afforded by the Telegraph Companies. They hold the opinion that a charge of 3 francs or say 2*s.* 6*d.* instead of the present charge of 5 francs or say 4*s.* per word, would, as in the case of Australia and South Africa, not only increase the present traffic but create an entirely new branch of traffic highly productive to the Telegraph Companies, and of the greatest value as a convenience to the general body of the Indian communities.

11. It might be that the Telegraph Companies would endeavour to bring about, as regards the Government of India, some such arrangement as that which exists in the case of the Australian and South African Colonies, but this Chamber does not advocate an Indian guarantee being granted to the Overland Telegraph Companies. If the reduction cannot be made at once, it might be made in instalments at a reduction of half a franc per annum until the charge of 3 francs per word should be reached. It might also be that a proposal might be brought forward in favour of "deferred" telegrams, but although the cost of telegrams is a very serious tax on Indian commerce the tax is borne because trade competition requires the promptest attention to business arrangements. Deferred telegrams would, if resorted to, tend to hamper the quick and ready transfer of ordinary messages, that is, it would tend to deteriorate the general character of the service. But simultaneously with a reduction of rates, it might be desirable to introduce improvements in the modes of working the telegraphs so as to increase the number of messages which may be sent over the wires. This improvement appears to be called for by the requirements of the existing traffic as well as to enable the Companies to meet satisfactorily any increase in the number of messages which may arise from the desiderated reduction of the rates.

12. It only remains to be said that the whole mercantile community, both in England and in India, interested in Indian trade, will watch with lively anxiety the progress of the forthcoming Telegraph Conference and the efforts of the Government of India to successfully bring about that reform of rates which has been already too long and too seriously delayed.—I have, &c.,

S. E. J. CLARKE, Secretary.

LONDON CHAMBER OF COMMERCE, 24*th January* 1896.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

TELEGRAPH RATES TO THE EAST.

DEAR SIR,—Referring to my circular letter of the 29th August last, and to the replies received in response thereto, this subject has again been considered by the East India and China Trade Section of this Chamber who after considerable discussion are inclined to the opinion that no practical good is likely to result from an appeal to the Government or to the Telegraph Companies at the present time.

I am directed to say that in their view the object desired would be more likely to be accomplished if the several Colonial Governments in question would adopt the course which has been adopted with success by the Governments of Australia and South Africa, and give a guarantee to the Telegraph Companies to make goood any loss of revenue which they might sustain in the event of their making a reduction in their tariff.

My Committee will therefore be glad if your Chamber will kindly consider this view of the question and if approved will place it before your Government in order to ascertain whether they would be disposed, in the interests of trade, to give the necessary guarantee to the Telegraph Companies, and to use their best endeavours to effect a reduction on this basis.—Awaiting your reply,—I am, &c.,

KENRIC B. MURRAY, Secretary.

HONGKONG GENERAL CHAMBER OF COMMERCE, 8*th October* 1896.

To the SECRETARY, BOMBAY CHAMBER of COMMERCE.

DEAR SIR,—I beg to forward herewith copy of the report of the proceedings at a special general meeting of the members of this Chamber, held on the 19th September, to protest against the action of the Eastern Extension and Great Northern Telegraph Companies, in having immediately on the ratification of a Convention between them and the Chinese Telegraph Administration, raised their rates to Europe 37½ %, to America 43 %, and between this Colony and Shanghai 100 %, without notice to their constituents.

My Committee hope that your Chamber will take up the question of telegraphic rates and lend all the assistance in your power to any

scheme for laying a cable across the Pacific either from some point in Canada or the United States *vid* Honolulu and Japan, to China and this Colony, in order that the cost of means of communication may, by the influence of a healthy competition, be reduced to a point that will promote trade between Europe and America and the Far East instead of its being restricted, as at present, by needlessly high rates.—I am, &c.,

R. CHATTERTON WILCOX, Secretary.

BOMBAY CHAMBER OF COMMERCE, 30*th October* 1896.

The SECRETARY, HONGKONG GENERAL CHAMBER of COMMERCE, Hongkong.

DEAR SIR,—I am desired to convey to you the thanks of the Committee of the Bombay Chamber of Commerce for your letter of the 8th instant and its accompaniment with reference to the recent action of the Telegraph Companies mentioned in having raised their rates for messages to Europe, America, and between Hongkong and Shanghai.

The subject of telegraph rates has for some time been engaging the attention of my Committee, and they have frequently, and again quite recently, protested against the high tariff charged by the Telegraph Companies, but they regret to say that their representations have not, up to the present, met with the desired success. If, however, any scheme for joint action is put forward by your Chamber, my Committee will be only too glad to consider and if possible support it.—I am, &c.,

A. F. BEAUFORT, Chairman.

LONDON CHAMBER OF COMMERCE, 30*th October* 1896.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

TELEGRAPH RATES TO INDIA.

DEAR SIR,—Referring to my letter of the 29th August, 1895, I am directed to inform you that this subject has again been under the consideration of this Chamber, when it was decided to address a letter

to the Secretary of State for India urging the Indian Government to follow the course adopted by the Governments of Australasia and Cape Colony by giving a guarantee to the Telegraph Companies interested against any loss which might be sustained by them in consequence of a reduction of rates. I enclose for your information a copy of a letter to the India Office.—Yours, &c.,

KENRIC B. MURRAY, Secretary.

LONDON CHAMBER OF COMMERCE, 22*nd October* 1896.

The Right Hon'ble LORD GEORGE HAMILTON, India Office, S.W.

MY LORD,—The attention of this Chamber has been called by the Indian Chambers of Commerce to the question of the very high tariff obtaining for telegrams between this country and India, and the desirability and necessity of this tariff being considerably reduced in the interests of the trade and commerce of the two countries.

In the opinion of this Chamber, and also of the Chambers of Commerce of Calcutta, Bombay, Madras and Liverpool, the present rates are excessive. Whilst very little alteration in the charge for Indian messages has taken place during the last 20 years (no reduction having taken place since 1885 when the rate was lowered from 4/6 to 4/-per word) it is submitted that the lines could carry a very much larger number of messages than they do at present and that a reduction in the tariff would assuredly be followed by a very considerable increase in the traffic. It is further contended that the Telegraph Companies concerned are in a sufficiently strong position financially and otherwise to undertake the risk of a possible loss of revenue in the event of the rates being reduced, whilst the very large increase of traffic which would undoubtedly follow a reduction would ultimately recoup them for any concessions made.

I am directed to call your Lordship's special attention to the reductions which have recently taken place in the telegraph tariffs between this country and Australasia and South Africa, where previously much the same condition of things existed as at present exists in regard to India. In the case of the Colonies in question the Colonial Governments, acting in the interests of the Colonies generally, and of the trade of their respective Colonies in particular, gave the Telegraph Companies a guarantee against any loss of revenue which might be sustained in consequence of the reductions which

were suggested as necessary and desirable. In the instance of Australasia, the loss which resulted at first from the reduction has, in the course of the very few years which have elapsed since the reduction took place, been more than made up by the large increase of traffic which has resulted in consequence of the change. It is confidently expected that the experience in the case of South Africa will be precisely similar.

I understand that a reduction in the rates for messages between this country and China and the Far East is shortly to be made, and I am to point out that the exigencies of trade equally demand a lower tariff for cable communication between this country and India.

I am therefore instructed to strongly urge upon your Lordship the great desirability, in the interests of Anglo-Indian trade to which a great impetus would be given by the change of a lowering of the telegraph tariff between this country and India, and to express the hope that your Lordship will kindly give this question your consideration. It is possible that your Lordship may find the Companies concerned unwilling to revise their tariff without a guarantee against loss, and in that event I am to express the hope that the Government of India may be induced to follow the course pursued by the Governments of Australasia and Cape Colony by giving such a guarantee—I am, &c.,

KENRIC B. MURRAY, Secretary.

BOMBAY CHAMBER OF COMMERCE, 19*th November* 1896.

The SECRETARY, LONDON CHAMBER of COMMERCE, London.

DEAR SIR,—I beg to acknowledge the receipt of your letter of the 30th ultimo, together with a copy of your representation to H. M.'s Secretary of State for India on the subject of telegraph rates.

My Committee are in entire accordance with the views expressed by your Chamber, and are addressing the Government of India in the matter.—I am, &c.,

A. F. BEAUFORT, Chairman.

LONDON CHAMBER OF COMMERCE, *3rd December* 1896.

The SECRETARY, CHAMBER of COMMTRCE, Bombay.

TELEGRAPH RATES TO INDIA.

DEAR SIR,—Adverting to my circular letter of the 30th October, I send herewith for your information copy of a reply received from the Secretary of State for India, from which you will see that the Indian Government are not disposed to move in the direction suggested by this Chamber.—Yours, &c.,

KENRIC B. MURRAY, Secretary.

INDIA OFFICE, WHITEHALL,
LONDON, *17th November* 1896.

K. B. MURRAY, Esq., Secretary, London Chamber of Commerce, Botolph House, Eastcheap, E.C.

SIR,—I am directed by the Secretary of State for India to acknowledge the receipt of your letter of the 22nd October, 1896, drawing attention to the desirability, in the interests of Anglo-Indian trade, of lowering the telegraph tariff between this country and India.

In reply I am to inform you that, at the International Telegraph Conference which has recently been held at Buda-Pesth, special attention was given to this subject by the delegates representing the Government of India, whose efforts to obtain a reduction in the tariff were strongly supported by the British delegate.

These efforts were, however, unsuccessful, owing chiefly to the opposition of the Eastern Telegraph Company, who did not consider that their financial position justified them in assenting to a reduction.

Lord George Hamilton regrets therefore that there is no immediate prospect of the tariff being lowered, but the subject will be borne in mind, whenever a suitable opportunity for taking action presents itself.

With regard to your suggestion that a guarantee against loss might be given to the Companies concerned, I am to inform you that the Secretary of State is not prepared to press upon the Government of India the acceptance of any charge upon Indian revenues for this purpose.—I am, &c.,

HORACE WALPOLE.

No $\frac{3\,T.}{249}$ OF 1897.

PUBLIC WORKS DEPARTMENT,
BOMBAY CASTLE, 16*th February* 1897.

To the CHAIRMAN of the CHAMBER of COMMERCE, Bombay.

SIR,—With reference to Government letter No. 169-E, of 12th March 1896, I am directed to forward for the information of the Chamber a copy of the Government of India, letter No. 38 T, dated 25th January 1897, and accompaniment containing the result of the International Telegraph Conference held at Budapest this year.—I have, &c.,

S. REBSCH, Under-Secretary to Government.

No. 38 T.

GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT.

CIVIL WORKS.
Telegraph.

CALCUTTA, 23*rd January* 1897.

To the SECRETARY to the GOVERNMENT of BOMBAY, Public Works Department,* to the SECRETARY to the GOVERNMENT of MADRAS, Public Works Department,* to the SECRETARY to the GOVERNMENT of BENGAL, Public Works Department,† to the SECRETARY to the GOVERNMENT of the NORTH-WESTERN PROVINCES and OUDH, Public Works Department,* to the CHIEF COMMISSIONER of BURMA.‡

SIR,—With reference to corrrespondence ending with Public Works Department letter No. $\frac{*53T.}{†85T.}$ $\frac{}{‡160T.}$, dated the $\frac{27th\ February}{13th\ April}$ $\frac{}{10th\ July}$ 1896, I am directed to forward, for the information of the Chamber (s) of Commerce at $\frac{Bombay\ and\ Karachi}{Madras\ and\ Coconada}$ $\frac{Calcutta}{Cawnpore}$ $\frac{}{Rangoon}$, the accompanying extracts from a joint report, dated the 10th August 1896, by Mr. P. V. Luke, C.I.E., Deputy Director General of Telegraphs, and Mr. B. T. Finch, Director-in-Chief of the Indo-European Telegraph Department, who were the two delegates deputed to represent the interests of the Government of

India at the International Telegraph Conference held at Budapest this year. These extracts give the results of the discussions at the Conference as regards the proposed reduction of the rate for messages between India and Europe, the reduction in rates between India, China and Japan and the obligatory use of the Berne Official Telegraphic Vocabulary, together with certain other questions that came up at the Conference.

2. It will be seen that though every possible effort was made by the Indian delegates, as well as by the delegates of the British Post Office, to induce the representatives of the Joint Purse, the principal partner in which is the Eastern Telegraph Company, to consent to some reduction in the rates for telegrams between India and Europe, no success in this direction was obtained for the reasons detailed in the report. On the other hand, very substantial reductions were granted by the Eastern and Eastern Extension Telegraph Companies in the rates between India and the Straits, China, Japan, Mauritius and South Africa. Another valuable concession was the indefinite postponement of the obligatory use in code telegrams of words extracted from the official vocabulary together with the proviso that before this question can come up again the vocabulary will have to be enlarged to an extent that will, it is hoped, render the work adequate to meet all the requirements of commerce. Among other changes in the regulations in the direction of liberality may also be mentioned the reduction in the charges for plain language telegrams, as distinguished from code telegrams, and for figures, by allowing fifteen letters and five cyphers to pass as one word instead of ten letters and three cyphers as hitherto.

3. The Conference has, in the opinion of the Government of India, been productive of some very satisfactory results and, in the course of the proceedings, careful consideration was given to all the representations that have been made by the Chambers of Commerce in India on the various points at issue. It is a matter of great regret to Government that some reduction was not secured in the rates on telegrams between India and Europe, but it is hoped that the thorough discussion of the subject that has taken place will pave the way to reductions being obtained at no distant date.—I have, &c.,

W. S. S. BISSET, Colonel, R.E.,
Secretary to the Government of India.

No. 39 T.

Copy forwarded to the Director-General of Telegraphs for information in continuation of Public Works Department No. 37 T., dated the 25th January 1897.

N. F. MACKENZIE,
Under-Secretary to the Government of India.

Enclosure to P. W. D. No. 38 T. of 25th January 1897.

EXTRACTS from a joint report, dated the 10th August 1896, by Mr. P. V. Luke, C.I.E., Deputy Director-General of Telegraphs, and Mr. B. T. Finch, Director-in-Chief, Indo-European Telegraph Department.

7. In the matter of the most important mission with which we were entrusted, *viz.*, the endeavour to obtain a reduction in the rate for messages between India and Europe, we regret to report that we were unsuccessful. It was not a matter which had anything to do with the Conference, it was a question to be settled entirely with the Companies belonging to the Joint Purse and the Governments concerned. Our instructions were to the effect that while taking no initiative and having no authority to assent to any proposals as to a guarantee from Indian Revenues in return for a reduction in the rate for telegrams between Europe and India, we were to take every opportunity of representing the views held by the commercial communities in India and England on the subject, and to press upon the representatives of the Joint Purse the desirability for some diminution of the existing charge. With this object the Indian Delegates attended one meeting of the Joint Purse in London and two in Budapest. The views of the Government of India, as expressed in letter No. 111 T., dated Simla, 16th May 1896, from the Public Works Department to the Director-General of Telegraphs, were duly communicated to the representatives of the Eastern and Indo-European Companies. Every argument we could think of, in addition to those already advanced by the British Post Office and the different Chambers of Commerce, was brought forward. It was pointed out as regards "Code" that notwithstanding the immense improvement in the art of codifying during the last ten years, the number of words transmitted between India and Europe had remained practically stationary, which proved that the amount of matter telegraphed had increased; that though the limit of codifying may not have been

reached, the limit of convenience in using code had certainly been approached, and that there was no likelihood of equal improvement in code during the next ten years, so that the number of words would surely increase more nearly with the increased amount of matter certain to be telegraphed. It was insisted that the trade of India is a constant one with a natural growth, not caused by excitement consequent on discoveries of gold, or wars, or financial crisis. That while there might be a "boom" in telegraph traffic there is no chance of the present steady and progressive traffic falling off. The increase in the number of telegrams between Bombay and Suakin consequent upon sending Indian troops to Egypt was instanced as showing how the traffic over the Eastern cables might be unexpectedly increased. It was also urged that the cost of manufacturing, laying and maintaining cables is cheaper than it was; while the character of cables has been improved by advancement in science, thus tending to prolong their lives; that the fall in exchange while increasing the amount paid by the message-sender in India for his telegrams diminishes, though perhaps only to a small extent, the expenses of the cable companies, in that some of their employes at Aden, Bombay and Madras, are paid in silver. The Indo-European Company were specially reminded of the very important concessions from the Government they enjoy, which, as pointed out by Mr. Lamb in his letter to Sir John Pender, dated the 18th of December 1895, were granted when the Company was in a very different position to what it is now.

8. Notwithstanding all we could say, and we were warmly supported by Mr. Lamb, the Delegate for Great Britain, the Company's representatives in the Joint Purse remained firmly opposed to a reduction of even sixpence a word. When we say the "Joint Purse" it must be understood to apply chiefly to the "Eastern Telegraph Company," as upon them would fall the greatest share of any loss, though no reduction could be made without the mutual consent of all the parties to the "Joint Purse." It may here be stated that, roughly speaking, a reduction of sixpence a word means, supposing that no increase in traffic resulted, a loss of about 50,000*l.* a year, to be shared approximately as under :—

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Eastern Telegraph Company	26,000
Indo-European Telegraph Company	9,600
Indo-European Department	7,900
Indian Telegraph Department	6,500

9. The Eastern Telegraph Company gave us distinctly to understand that, while they were most anxious to meet the wishes of the Government, they regretted they could not, for financial reasons, agree to risk the loss entailed by even a sixpenny reduction without some guarantee against a diminution of revenue. They pointed out that, looking especially to the inadequacy of their reserve fund, their financial position was not such as to justify their facing a loss of some 26,000*l.* a year, which the stationary character of the traffic, and the negative results of a similar reduction ten years ago, indicated as almost certain to ensue. They brought forward the fact that they were on the verge of possible competition due to the laying of a Pacific cable. They would not admit that the demand by the public for a reduction had been demonstrated to be a real one. They contended that what the merchant wanted was a quick and reliable service, and this he now enjoyed; and they argued that the present rate was not only not high, but, looking to the fact that each code word represented between 20 and 30 ordinary words, was already lower than that of any unguaranteed telegraph system in the world. Finally, they pointed to the very substantial reductions about to be made by the Eastern Extension Telegraph Company between India and stations to the eastward. These reductions, they said, were to be made because the present rates were recognized to be high, and because the Eastern Extension Telegraph Company were in a position to afford the reduction. The Eastern Company further announced that very substantial reductions were to be made for telegrams between India and stations south of Aden up to Durban, and including Mauritius; so that, even though no reduction was made between India and Europe, India would still be largely benefited by reductions in other directions.

10. As an alternative to a reduction in the general rate, a proposal had been put forward by the Director-in-Chief, Indo-European Telegraph Department, that, as an experiment, the reduction should be confined to telegrams in plain language as distinguished from telegrams in code. While recognizing the difficulties attendant on this proposal, the Government of India authorised their Delegate to agree to it subject to the following conditions:—

1) That the decision whether a message is in plain language or code should rest entirely, at the time of booking, with the original telegraph office, which alone is in a position to consult the sender of the message, and that no after objections be raised.

(2) That the system be worked with the greatest liberality as to what may pass as plain language.

The question of plain language as an alternative was discussed at the meeting of the Joint Purse held in London referred to in para. 7, and as the reduction would only affect about 3 per cent. of the traffic the Companies expressed their readiness to give the system a trial. The following resolution was passed at the meeting :—

"The question of a reduced tariff between Europe and India for plain language messages was discussed, and, after full consideration, the meeting was of opinion that a reduced tariff for plain messages might be introduced experimentally for three years, between Europe and India, under the observance of conditions formulated to prevent abuse of the privilege, and that the following addition might be made to Article 26 of the Convention :—

"For messages in plain language exchanged between Europe and India, this tariff will be reduced, experimentally for three years from the date the rules and regulations and tariffs of the next Conference come into force, to 2*s.* per word *via* Suez and Teheran and 1*s.* 10*d.* per word *via* Turkey. Such messages must be written in the language of the country of origin (which for India is declared to be English)."

"The telegraph administration will only accept these plain language telegrams at a reduced rate as an experimental measure, and on the clear understanding that if senders of telegrams send as plain language telegrams which contain code, the privilege will be discontinued."

11. When it was found that there was absolutely no chance of a reduction of even sixpence in the general rate, the question of plain language telegrams was brought up at a Joint Purse meeting in Budapest. At this meeting the decision of the Companies was to the effect that the conditions of the case had been altered by the admission by the Conference of the fifteen letters and five figures for Extra European telegrams, thus making it still more difficult to distinguish between plain language and "Code," and to prevent abuse of the privilege. That looking to the fact that the Government of India insisted on the system, if adopted, being worked in a liberal spirit which they considered would lead to pretty well everything being admitted as plain language they regretted they could no longer adhere

to their former decision to give plain language an experimental trial. We pointed out that the Indian Telegraph Department would do its best not to accept "Code" messages as plain language, and that all that was insisted on was that once a message was accepted by the office of origin as "plain language," the decision must be taken as final and no subsequent claim for recovery of short charges made. The Companies however decided, with much regret, that they could not afford to meet the wishes of the Government for a reduction of rates between India and Europe even to the extent of a reduction for plain language. Mr. Lamb, the Delegate for Great Britain, not being in favour of the "plain language" proposal, could not support it, though he agreed not to oppose it if brought forward. Under the circumstances, as there was no chance of its being carried, the proposal was not brought before the Conference.

12. With regard to the instructions received that we were to press for some reduction in rates between India and China and Japan, very substantial reductions had been arranged by the Eastern Extension Company before any application was made to them. We are informed by the Company's representatives that these reductions will be as follows, to come into force as soon as possible after the Convention now being arranged between the Companies and China has been signed and ratified :—From India to Singapore, Malacca, Java, Cochin China, Labuan, Hongkong, Shanghai, Amoy, Foochow the rates* will be reduced to 3 francs a word. The rate from Singapore to Europe is to be reduced to 6 francs 27½ centimes as soon as the impending reduction between Europe and China is arranged. The rate from India to Japan will be educed from 11 to 6 francs, and there will be large reductions in the local rates between intermediate stations.

*Present rates :—	Francs.
Singapore	... 3·92½
Penang	... 2·92½
Malacca	... 3·67½
Java	... 4·17½
Cochin China	... 3·07½
Labuan	... 4·72½
Hongkong	... 6·00
Shanghai, Amoy, Foochow	... 8·00
Japan	...11·00
Singapore to Europe ...	... 7·20

13. In addition to these reductions we are also informed that the rates† from India proper to all stations south of Aden up to Durban, and including Mauritius, will be reduced to 6 francs 25 centimes per word, including India's terminal charge, from the date the

†Present rates :—	Francs.
Zanzibar and Mombasa ...	... 8·42½
Bagamoyo and Dar-es-Salaam	... 8·62½
Mozambique	... 9·72½
Durban..	... 9·67½
Seychelles	... 7·80
Mauritius	... 9·67½

new Budapest Convention comes into operation. These latter reductions, we were given to understand, will be made without any additional subsidy from Government.

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18. Coming now to the alterations and revisions of the Service Regulations, it may be said that most of them were in matters of detail and tended to greater simplicity and clearness, and to a better arrangement of existing rules.

It will be noticed that on this occasion the Indian Administration put forward no propositions. We give in the order of the paragraphs of the letter No. 5 T. from the Director General of Telegraphs to Secretary of Government of India, Public Works Department, dated 23rd April 1896, the instructions to her Delegates as regards the propositions made by other countries and the result of the decisions of the Conference.

Para. 4.—To join with France in her proposal to assimilate the method of counting letters in plain language and figures in the European and Extra-European systems. The Companies having rather unexpectedly signified their willingness to accept France's proposal, it was carried with little or no discussion, and fifteen letters in plain language and five figures will count as one word in Extra European as in the European system.

Para. 5.—To oppose the obligatory use of the official vocabulary. A whole sitting of the Reglement Committee was taken up in discussing this question. It was finally indefinitely postponed, *i.e.*, the following proposition of France was unanimously adopted :—

> "From a date to be fixed by a future Conference all words employed in private 'Code' telegrams will be taken from the official vocabulary drawn up by the Berne International Office duly enlarged."

The charges brought against the official vocabulary by its opponents were, in the main, ably refuted by the Director of the Berne Bureau in his "Communication Speciale" on the subject. He pointed out that the mistake was in treating as a "Code" what was only meant to be a vocabulary or register of words from which codemakers could

choose their words to form a "Code" and that as regards a "Register of Terminations," the absence of which was a cause for complaint, the preparation of such a Register was the work of the codemaker and had nothing to do with the vocabulary. It also was pointed out that the composition of this vocabulary had already cost more than 120,000 francs, and there was a general feeling that this work ought not to be lost, and that when enlarged and improved the vocabulary (*qua* vocabulary and not as a code) would be welcomed as a convenient substitute for the dictionaries of the eight languages from which codemakers would select words to form codes.

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Para. 8 gives the following proposals as worthy of support :—

(1) Italy's proposal for reckoning time for 24 hours. This was not passed. It is not a question that affects India.

(2) France's proposal regarding official instructions counting as one word. This was adopted. All instructions regarding reply paid messages will count as one word.

(3) Switzerland's proposal, supported by Berne and Cable Companies, regarding the obligatory addition in address, in cases of doubt, of the name of State or Country. The article has been revised and there is now no chance of any misunderstanding. The feeling was, without imposing needless restrictions, to throw the onus on to the "Nomenclature" prepared by the Berne Bureau which should be taken as the guide.

(4) Great Britain's proposal to prohibit use of registered addresses in telegrams which have to be despatched by post was withdrawn.

(5) Austria's proposal that the name of the Telegraph Office of destination should be signalled twice—once in preamble and once in address. Bulgaria's proposal, which is to same effect, was adopted.

(6) France's proposal for a uniform charge of 50 centimes for sea postage to be retained by office of origin, carried.

(7) France's proposal regarding refunds were adopted.

Para. 9 gives certain propositions which should be opposed as follows :—

(1) Bulgaria's proposal to introduce in the accounts the charges for rectificatory telegrams. Not carried.

(2) Belgium's proposal to omit date in a telegram. Not carried.

(3) Bulgaria's proposal to charge for indication of route. Unsupported. Fell through.

(4) France's proposal to withdraw limit of 30 words for a reply-paid message. Not carried.

(5) Bulgaria's proposal to increase charge for repetition from one quarter to double the original charge. Not carried.

(6) Switzerland's proposal to refund on mutilated messages on which charge for repetition has not been paid, was rejected.

(7) Germany's proposal to charge a fee for investigating complaints. It was made optional for an Administration to charge or not.

(8) Switzerland's proposal that all complaints should be investigated. Made optional. Enquiries can be exceptionally asked for by offices in the interest of the service in case of serious or repeated irregularities.

19. It will be seen from the foregoing that in all minor matters the results of the Conference have been such as desired by the Indian Administration, including notably the fifteen letters and five figures in plain language telegrams, and for instructions regarding "Reply Paid" to count as one word, which latter are substantial concessions.

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CALCUTTA, 12*th December* 1896.

From the DIRECTOR-GENERAL of TELEGRAPHS, India, to the SECRETARY, BOMBAY CHAMBER of COMMERCE.

DEAR SIR,—I have pleasure in sending you the enclosed announcement.—Yours, &c.,

W. F. MELHUISH.

REDUCTION IN RATES FOR TELEGRAMS TO CHINA AND JAPAN.

It will interest merchants in this country having business relations with the East to know that at the recent Telegraph Conference held at Buda-Pesth the Eastern Extension, Australasian and China

Telegraph Company announced that they proposed to make considerable reductions in their charges for telegrams originating in India and directed over their system of cables *via* Madras to Singapore, Java, Sumatra, Hongkong, Shanghai and Japan.

The Indian Telegraph Department has since received confirmation of that proposal and an intimation that the reduced charges will have effect from 1st January. These reductions, we learn, amount to as much as Rupees 3 per word to Shanghai and Japan, to Rupees 2 per word to Hongkong and to nearly Rupee 1 per word to the other places.

The Indian Telegraph Guide to be published on 1st January will give full details of these reductions.

CALCUTTA, 19*th December* 1896.

From the DIRECTOR-GENERAL of TELEGRAPHS, India, to the SECRETARY, BOMBAY CHAMBER of COMMERCE.

DEAR SIR,—In continuation of my note, dated the 12th instant, I am sorry now to have to inform you that a telegram has just been received from the Head Office, Eastern Extension, Australasia and China Telegraph Company in London, saying that in the case of Japan and the Philippine Islands the proposed reduced rates for telegrams have been unavoidably postponed, but to all other places the reductions already announced hold good.—Yours, &c.,

W. F. MELHUISH.

GOVERNMENT TELEGRAPH DEPARTMENT,

CALCUTTA, 15*th March* 1897.

MEMORANDUM ON THE MORE IMPORTANT ALTERATIONS IN THE RULES FOR FOREIGN TELEGRAMS WHICH TAKE EFFECT FROM THE 1ST JULY NEXT IN ACCORDANCE WITH THE BUDA-PESTH CONVENTION.

The present rules in Section III of the Indian Telegraph Guide which will be altered, and the corresponding Regulations in the Buda-Pesth Convention are quoted in the margin.

1. Telegrams in plain language may be expressed in one or more of the languages authorised for international telegraphic correspondence.

2. In telegrams written wholly in plain language each word is counted for as many words as it contains series of 15 characters according to the Morse alphabet : any excess being counted as one word.

3. In preconcerted language the maximum length of a word remains fixed at ten characters.

4. Words in plain language inserted in the text of a mixed telegram, *i.e.*, composed of words in plain language and words in preconcerted language, are each counted as one word up to ten characters, any excess being counted as a word by indivisible series of ten characters.

5. Numbers written in figures whether in plain or cipher messages count for as many words as the number of times they contain five figures, any excess being counted as one word. The same rule applies in calculating the number of words represented by groups of figures, and of letters employed either as commercial marks or in semaphoric telegrams. It is also applicable to groups of letters in State telegrams.

6. In a telegram written partly in plain language and partly in cipher the passages in plain language are counted as in paragraph 2 and the passages in cipher as in paragraph 5.

7. If a telegram written partly in plain language and partly in preconcerted language also contain a portion in cipher, the portions in plain and preconcerted language are counted as in paragraphs 3 and 4 and the portion in cipher as in paragraph 5.

8. If after transmission of a telegram it is found to contain unauthorised words or groups of letters, the excess charge to be recovered from the sender or addressee is calculated by counting the inadmissible words or groups as in paragraph 5.

9. Sunday is excluded from the 72 hours from time of arrival or despatch of a telegram within which the addressee or sender respectively may call for information or give instructions regarding such telegrams.

10. The sender by giving special instructions (which, if written in the authorised abbreviated form, will count as one word) and prepaying five annas can obtain by post an advice of the delivery of his telegram.

11. A sender who wishes to transmit a telegram to a place not served by the International system, and for which no express charges have been fixed, can free the addressee from any payment on this account by paying the cost of a five word telegram to the Terminal International Office or five annas for postage. He also deposits as security a sum to be fixed by the original office in view of a subsequent final settlement. The telegram will then bear the special instructions *expres paye telegraphe* (XPT) or *expres paye lettire* (XPP), which instructions have also to be paid for. The Terminal Office on receipt of a telegram bearing these special instructions will inform the office of origin by telegram or letter, respectively, of the amount to be collected for delivery of the telegram, and the office of origin will then settle with the sender.

11. Telegrams to be delivered by post registered, either within or without the limits of the country of destination, are subject to a fee of five annas.

12. From a date to be fixed by the next Conference all words employed in private telegrams in preconcerted language shall be taken from the official Vocabulary duly augmented to be prepared by the International Office at Berne.

JEFF. J. ALLEN, Director, Traffic Branch.

APPENDIX GG.

PROPOSED ALTERATION IN THE OBSERVATION POINT LIGHTHOUSE, PERIM.

No. 45-G OF 1896.

MARINE DEPARTMENT,
BOMBAY CASTLE, 10*th February* 1896.

From the SECRETARY to GOVERNMENT to the SECRETARY, BOMBAY CHAMBER of COMMERCE.

SIR,—I am directed to forward the accompanying papers noted on the margin relative to a proposed alteration in the Observation Point Lighthouse, Perim, and to request that Government may be favoured as early as possible with any remarks the Chamber may desire to offer on the subject.—I have, &c.,

Memo. from the Secretary to Government, Public Works Department, No. 43 *a*, dated 8th January 1896, with accompaniments. Letter from the Political Resident, Aden, No. 28, dated 24th January 1896, with accompaniment. (Return requested.)

J. DE C. ATKINS, Secretary to Government.

B. 4469.

TRINITY HOUSE, LONDON, 6*th December* 1895.

SIR,—Having laid before the Board your letter dated 18th September (S-9580) forwarding a drawing and particulars of certain improvements which it is proposed to make in the lights exhibited at Perim, I am now directed to submit the following observations for the information of the Government of Bombay.

As regards the principal light house, the Elder Brethren are of opinion that, taking into consideration all the circumstances of the case, it is not advisable to proceed with the proposed fittings of a new roof ventilator or the placing of ventilators in the pedestal, and would recommend that the whole question of the improvement of this light

remain in abeyance until it can be considered in connection with a scheme for the general improvement of the lighting of the Southern end of the Red sea.

As regards Observation Point Light House, the Elder Brethren are of opinion that the establishment of a 4th order Occulting Light as proposed will meet the requirements of the case. They consider, however, that the Arc of the White Light to the South Eastward might with advantage be increased 15° and the Red Arc correspondingly reduced. The Corporation's Engineer reports that if it be decided to carry out the proposed improvement at Observation Point he has sufficient information to enable him to have the lantern and apparatus constructed without delay.—I am, &c.,

C. A. KENT, Director General of Stores,
India Office, Whitehall.

S-9580.

INDIA OFFICE, WHITEHALL, LONDON, 20*th December* 1895.

The SECRETARY to the GOVERNMENT of BOMBAY, Public Works Department, Bombay.

SIR,—With reference to your letter No. 1220A., dated 22nd August 1895, transmitting an indent for apparatus required for light-houses at Perim, I have the honor to forward for consideration a copy of a letter on the subject from the Secretary to the Trinity-House, dated 6th December 1895.

In view of the opinion of the Elder Brethren of the Trinity House, the supply of the apparatus for both lighthouses is necessarily suspended pending a further expression of your wishes in the matter.—I have, &c.,

J. PARKER, Director General of Stores.

No. 43A OF 1896.

PUBLIC WORKS DEPARTMENT,
BOMBAY CASTLE, 8*th January* 1896.

Transferred to the Marine Department with a request that this Department may be informed without delay whether the proposed modi-

fication in the arcs of light as regards the Observation Point Light House may be accepted and the Director General of Stores be instructed to comply with that portion of the indent.

G. OWEN DUNN,
Under-Secretary to Government.

No. 28 of 1896.

MARINE DEPARTMENT,
ADEN RESIDENCY, *24th January* 1896.

From Brigadier General C. A. CUNINGHAM, Political Resident, Aden, to the SECRETARY to GOVERNMENT, Bombay.

SIR,—With reference to your memo. No. 39 of 10th instant, I beg to forward herewith a copy of a letter from the Port Officer, Aden, No. 115, dated 22nd idem.

2. As, however, the alteration recommended by the Elder Brethren of the Trinity House to the Observation Point Light affects the entire shipping trade which is not very largely represented here, I would suggest that the question be referred to the representatives of shipowners in Bombay.—I have, &c.,

C. A. CUNINGHAM, Brigadier General,
Political Resident.

No. 115 of 1896.

PORT OFFICER,
ADEN, *22nd January* 1896.

From the PORT OFFICER, Aden, to the FIRST ASSISTANT RESIDENT, Aden.

SIR,—In reply to your No. 176 of the 16th instant I have the honor to state that I consider the modification in the arcs of light should be only 10° increase in the white arc in the S. E. sector, and the same decrease in the red sector, and that the work should be proceeded with.—I have, &c.,

H. B. SIMPSON, Port Officer, Aden.

BOMBAY CHAMBER OF COMMERCE, 3*rd March* 1896.

The SECRETARY to GOVERNMENT, Marine Department, Bombay.

SIR,—I have the honor to acknowledge the receipt of your letter No. 45-G of the 10th instant, forwarding papers relative to a proposed alteration in the Observation Point Light House, Perim, and requesting to be favoured with any remarks the Chamber may desire to offer on the subject.

2. The matter having received the careful consideration of the Committee in conjunction with the representatives of shipping companies in Bombay, I am directed to say that in their opinion it would not be advisable to make any alteration in this light as the Chamber is assured that it fully carries out all the intentions for which it was constructed, and any extension of the area of the White Light might lead deep draft ships closer to danger.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX HH.

SALE OF GERMAN AND FRENCH MANUFACTURES IN CHINESE TURKESTAN.

No. 524 of 1896.

LEH, 16*th September* 1896.

From Captain G. C. TRENCH, British Joint Commissioner, Ladak, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—I have the honor to enclose patterns of German and French manufactures, which the Indian merchants are now carrying for sale into Chinese Turkestan. It appears to me to be a pity that similar goods are not supplied to the merchants from England. It may be through ignorance of the requirements on the part of the large houses in Bombay, or ignorance on the part of the traders from what house he can purchase similar goods of English make. In either case I would suggest that English houses who could supply similar goods, should send me their cards, together with a pattern, if possible, of any of the enclosed stuffs, marking the price, so that I might distribute these cards and patterns to the traders who buy in Bombay.

With British official machinery throughout our Indian possessions, it appears to me to be difficult to understand why German-made goods, should in so many instances be ousting British goods with the support and help of British and Indian money and enterprise.—I have, &c.,

G. C. TRENCH, Captain,
British Joint Commissioner, Ladak.

BOMBAY CHAMBER OF COMMERCE, 1*st October* 1896.

Captain G. C. TRENCH, British Joint Commissioner, Ladak, Leh.

SIR,—I have the honor to acknowledge the receipt of your letter No. 524 of the 16th ultimo, together with the

samples referred to, and to convey to you the thanks of the Committee of the Chamber of Commerce for the information which you have been good enough to furnish them regarding the sale of German and French manufactures in Chinese Turkestan.

2. The Committee are of opinion that as long as traders of the Continent of Europe are at liberty to import and sell their productions in this country, and are able to undersell British manufactures, so long will the Native dealers buy from the cheapest sellers. But the samples sent and the information you have kindly supplied will be of value to Lancashire makers, and the Committee are accordingly addressing the Manchester Chamber of Commerce on the subject.—I have, &c.,

A. F. BEAUFORT, Chairman.

BOMBAY CHAMBER OF COMMERCE, 1*st October* 1896.

The SECRETARY, Chamber of Commerce, Manchester.

DEAR SIR,—I beg to wait on you, for such action as your Committee may desire to take, copy of a letter received by this Chamber from the British Joint Commissioner at Ladak, with reference to German and French manufactures which the Indian merchants are now carrying for sale to buyers for Chinese Turkestan. The samples received from Captain Trench are also enclosed, together with a copy of my Committee's reply to that official.—I am, &c.,

A. F. BEAUFORT, Chairman.

CHAMBER OF COMMERCE, MANCHESTER, 23*rd October* 1896.

A. F. BEAUFORT, ESQ., Chairman, Chamber of Commerce, Bombay.

DEAR SIR,—On behalf of this Chamber I thank you for your letter of the 3rd instant, enclosing copy of a communication addressed to your Chamber by Captain G. C. Trench, and some patterns of German and French textile manufactures exported *via* India to Chinese Turkestan, forwarded to you by him.

The patterns are being exhibited to firms interested in this trade, and your letter as well as that of Captain Trench will be published in our *Monthly Record* of October 31st, a copy of which, in addition to that regularly forwarded to your Chamber, will be sent to you.—Yours, &c.,

ELIJAH HELM, Secretary.

APPENDIX II.

EXPORTS OF INDIAN TEA TO CENTRAL ASIAN MARKETS.

No. 37.

INDIAN TEA ASSOCIATION.

CALCUTTA, 23*rd January* 1896.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—In September last the attention of the General Committee of this Association was drawn to certain remarks on tea in the report of Her Majesty's Vice-Consul for Khorasan for the official year 1894-95 on the trade of Khorasan. These remarks indicate, as you will see from copies of correspondence enclosed, that a very large quantity of cheap and bad tea is imported into Persia from the Indian markets, the Vice-Consul going so far as to say that all of that brought to Meshed was of the vilest description. The Committee, who are looking to Persia as an important outlet in future for the trade in Indian tea, could not help feeling that statements of this kind were likely to do considerable damage to the trade, the greater part of which is represented by the Association. They accordingly addressed the Vice-Consul on the subject and received from him a reply confirming what he had written in his official report and sending samples in confirmation of his statements which after analyses here fully bore out his remarks. The Committee have also been in correspondence with the Kangra Valley Planters' Association from which district most of the tea is alleged to come, and copies of this correspondence also are enclosed for your information. You were good enough to furnish the Committee in your letter of 7th December with figures showing the exports of Indian tea from Bombay to Persia for 2½ years, and I am now instructed to ask for your kind assistance in endeavouring to procure further information regarding this description of trade which the Committee are earnestly desirous of seeing abolished for the benefit of tea drinkers in Persia and for the reputation of Indian tea generally. You will notice that the Secretary of the Kangra Valley Planters' Association states in one of his letters that Messrs. Grindlay Groom & Co. and Messrs. David Sassoon & Co. could furnish a good deal of information in connection with the trade, and it is thought that any communication of this kind could be more

satisfactorily carried on by your Committee than from this side. The General Committee here are desirous of obtaining, if possible, a package or two of the tea packed in skins before it is exported from Bombay, which they would like sampled and analysed on the spot. Your Committee will know best whether it is possible to obtain such packages, and they will no doubt agree with the General Committee that such deleterious stuff, as is described in the enclosed correspondence, should not be allowed to leave the shores of India. The Committee will also be glad to ascertain whether the shippers of this stuff are Europeans or Natives and any general information including, if possible, figures of the exports would be very gratefully received. The Committee while feeling that they are asking a good deal at your hands are sure that the Committe of the Chamber of Commerce in Bombay would do all in their power to aid in suppressing this trade, and I await your advices with interest.—Yours faithfully,

W. PARSONS, Asst. Secretary.

No. 390.

INDIAN TEA ASSOCIATION,
CALCUTTA, *2nd December* 1896.

F. G. BALLARD, Esqr., Hon. Secretary, Kangra Valley Planters' Association, Palampur.

DEAR SIR,—I am directed by the General Committee to hand you copy of correspondence which has taken place with Mr. E. C. Ringler Thomson, H. M.'s Vice-Consul at Meshed, with reference to Indian Tea imported into Persia, a large quantity of which was described by him in his last report as of the vilest description.

You will see in the Vice-Consul's letter a statement to the effect that the bad tea comes chiefly from Kangra, and the General Committee would be glad if you could furnish them with any information on this point. The matter is of considerable importance, viewed in the light of the efforts now being made to open up new markets for Indian Tea, and the Vice-Consul's statement that the people of Central Asia have come to believe that India cannot produce good tea. Along with the correspondence I send you a valuation report on the samples sent down by Mr. Thomson which speaks for itself, and awaiting your advices with interest,—Yours, &c.,

W. PARSONS, Asst. Secretary.

CALCUTTA, 22*nd November* 1895.

The SECRETARY, INDIAN TEA ASSOCIATION.

DEAR SIR,—We beg to hand you copy of report on and valuations of Samples received from Persia through the Bengal Chamber of Commerce :—

Marks and Nos.	Quantity.	Quality.	Description.	Valuation.	Prices obtained.
				Rs. a. p.	Rs. a. p.
Tea marked 10	As.		May once have been black tea mixed Bro. P. Sauch : leaf probably used leaves dried in the sun.	Absolutely	worthless.
Tea marked 12	As.		Very gray choppy Bro. P. Sauch ; may once have been black tea, but is evidently damaged tea redried.		
			Infusion very mixed, half of it more like charcoal than tea,	Value	nil.
Tea marked Rs.	1-4.	This is the only one of the four that is fit for consumption.	Dull black Pekoe leaf, fair quality and infusion strong, peculiar Cachar flavour.	7 as.	per lb.
Tea marked Rs.	1-10.		Choppy black Bro. P. Sauch ; kind, infusion very mixed and shows signs of redrying ; very common.	Of no	value.

PALAMPUR, KANGRA VALLEY, PUNJAB, *9th December* 1895.

From the KANGRA VALLEY PLANTERS' ASSOCIATION to the SECRETARY, INDIAN TEA ASSOCIATION, Calcutta.

DEAR SIR,—I am obliged for your No. 390 of 2nd instant, with enclosures which duly reached me. Kangra green tea is made anyhow and colored with a mud of a light bluish color and chalky formation obtained in this district: it is made solely by the natives who own small plots of tea land in the district; it is sold by them to native dealers in the local bazars for the Amritsar market whence it doubtless finds its way *via* Karachi or Bombay and Bundarabbas to Persia. The green tea trade of this district was once a very profitable one, but it has been ruined by the adulteration above described and the careless methods of manufacture adopted by the natives. The ruling price of green tea at the moment is, I am told, 10 annas a "buttee" of 4lbs. and would scarcely cover the cost of its production. Owing to the failure of the green tea market, and to the encouragement given them by certain Bombay native traders, the local native tea grower is making his leaf into black tea, the system of manufacturing which you will find described in the enclosed circular, which we thought necessary to publish.

From samples which I have seen of local native production I readily believe that the teas exported to Persia from Bombay are the veriest filth! and altho' they may go under the name of "Kangra," I am inclined to believe that they consist of teas from Kumaon and Dehra, together with the cheapest kinds procurable in Calcutta and Colombo, and possibly a good deal of China stuff which comes to Bombay in quantity, as well as a good admixture of native made Kangra tea.

We had the method of "packing in skins" referred to in your enclosures described to us about a month ago by a gentleman from Bombay; the stench from those skins was said to be so terrific as to poison any article intended for consumption, so that to get an idea of what the tea is really like one would have to procure samples before the tea is "packed in skins" and not after its arrival in Persia.

We shall be very ready to give you every assistance to check this wholesale adulteration of tea and the impending ruin of a market which if properly developed might be the most profitable for Indian tea, and which at present is in the hands of unscrupulous Bombay dealers who trade on the gullibility of the Central Asian public.

We should be glad to hear what measures you propose should be adopted to this end, and think that the Indian Tea Association should send an expert to Bombay and Karachi to enquire into matters on the spot. Messrs. Grindlay, Groom & Co. and David Sassoon & Co. of Bombay could furnish a good deal of information in this connection.

Awaiting your acknowledgment,—I am, &c.,

R. A. BALLARD, Hony. Secretary.

CAUTION.

Kangra Valley Tea.

At a meeting of the European tea planters of the District recently convened by the Kangra Valley Planters' Association, it was unanimously agreed to warn the public that certain local native traders have recently turned their attention to imitating them in their methods of conducting a retail trade for the sale of tea in packets, and have prevailed upon the local zemindars who own small plots of tea land to turn their leaf (which has hitherto been made into "green" tea for the local green tea market, which has now collapsed owing to the adulteration of the article with mud used for the purpose of coloring) into black tea, which is made by the dirty process of rolling the leaf with the coolies' bare feet, and is only partially cured by being dried in the sun, or cooked in pans known as "green tea pans."

The following is a list of tea gardens owned or managed by European tea planters from which the produce can be guaranteed as made under European supervision by the most approved and scientific methods, *viz.* :—Holta Tea Company, Limited ; Chornali Tea Estate ; Nassau Tea Company, Limited ; Lawson and Company ; Central Kangra Tea Company ; Kangra Valley Tea Company, Limited ; Bundla Tea Company ; Baijnath Tea Company ; Woodlands Tea Estate ; Lanode Tea Company ; Bodmin Tea Estate ; Bir Tea Estate ; Honora Tea Estate ; Panjab Tea Packing Company ; Stirling and Culbard ; Palampore Tea Estate ; Tanda Tea Estate ; Bunoorie Tea Estate ; Monsimbal Tea Estate ; Khalet Tea Estate ; Clachnacuddin Tea Estate ; Kaleri Tea Estate ; Northern Kangra Tea Company ; Chychea Tea Estate ; Mount Somerset Tea Estate ; Nigel Tea Estate ; Putyar Tea Estate ; Kanyara Tea Estate ; Whitehaven Tea Estate ; Sid Baree Tea Estate ; Chapor Tea Estate ; Poonur Tea Estate ; Sulah Tea Estate ; Chandpore Tea Estate.

It is a known fact that at least one unwary merchant has had reason to regret making a deal in the spurious article sold under the name of tea as here described, and we trust this timely warning will prevent the public from being similarly imposed upon.

THE KANGRA VALLEY TEA PLANTERS,
Palampore.

PALAMPUR, KANGRA VALLEY, PUNJAB, 30*th December* 1895.

From the KANGRA VALLEY PLANTERS' ASSOCIATION to the SECRETARY, INDIAN TEA ASSOCIATION, Calcutta.

DEAR SIR,—With reference to your letter on the subject of the bad tea exported to Persia, I have made further enquiries and find that the native grown black tea in this district goes to Amritsar ; is sold at 12 and 13 annas per "buttee" of 4 lbs., and thence finds its way to Bombay and Persia ; it has taken the place of green tea, it is only partially manufactured ; the Zemindar calculates that it pays him better to grow an article which he can sell 1¼ buttees per rupee than grain which sells at 8 or 10 buttees per rupee, and which is easier grown ; he does not consider the cost of manufacture which is probably nil, and to him the same as husking and cleaning grain. I trust you will be able to suggest some way of checking this traffic in spurious tea.—I am, &c.,

R. A. BALLARD, Hony. Secretary.

No. 311.

INDIAN TEA ASSOCIATION,
CALCUTTA, 10*th September* 1895.

From the SECRETARY, INDIAN TEA ASSOCIATION, to E. C. RINGLER THOMSON, Esq., H. M.'s Vice-Consul, Meshed, Persia.

SIR,—The attention of the General Committee has been drawn to your report for the financial year 1894-95 on the trade of Khorasan in which the following paragraph occurs :—

> "There is no doubt that a very large quantity of cheap bad tea comes from the Indian markets ; all of that brought to Meshed is of the vilest description and is probably damaged stuff which has been subjected to firing a second time."

2. As a statement of this kind is likely to do considerable damage to the Indian tea trade, the greater portion of which is represented

by this Association, and as the Committee have no knowledge of the particular class of tea to which you refer in your report, I am directed to enquire if you would kindly inform them by what route this tea arrives in the country and how it is packed, and the Committee will also be glad to receive samples of the tea if you could kindly supply them with such so as to enable them to trace its origin. It is clearly not to the interest of the Indian tea trade to allow this stuff to be exported in quantity if such exportation can possibly be prevented.

3. I notice you quote the average price of Indian tea in London as 9½d., including 4d. paid for duty, and I take the opportunity of pointing out that you are under a misapprehension on this point. The average quoted is that of auction sales at which tea is put up in bond.—I have, &c.,

S. E. J. CLARKE, Secretary.

MESHED, *2nd October* 1895.

From E. C. RINGLER THOMSON, Esq., British Vice-Consul for Khorasan and Sistan, to the SECRETARY, INDIAN TEA ASSOCIATION, Calcutta.

SIR,—I have the honor to acknowledge the receipt of your letter No. 311, dated 10th September 1895, stating that certain remarks in my recent Trade Report are likely to do considerable damage to the Indian tea trade, and asking me for samples and particulars of the tea sold in Khorasan.

In reply I send you four samples of tea which sell at about annas ten, annas twelve, Rs. 1-4-0, and Rs. 1-10-0 per lb. respectively. The two former are the qualities drunk by the mass of the people, and the two latter by the richer classes. Persian gentlemen have often complained to me that the after effects of even the best of these teas is bad, and I agree with them. Really good Indian tea is not procurable in the town at any price, but fair Chinese tea called here always "Russian Tea" can be obtained at a high price. Thus the people of Central Asia have come to believe that India cannot produce good tea. The Indian tea is brought here from Bombay *via* Bandar Abbas. The worst is packed in bags, sewn up in skins; and the better sort in boxes also sewn up in skins. The parcels do not as a rule exceed 90 lbs. in weight, as camels are not always available at Bandar Abbas for transport, and donkeys are therefore generally employed. The bad tea, I belive, comes chiefly from Kangra. And I have only recently heard from a planter there that "200,000 lbs.

of rubbish are going from this to Bombay this year consigned by native growers. It is sent to sell at 5 annas per lb. or under, and is about as bad as tea can be." This tea, I imagine, was intended for the Meshed market and seems to correspond with the cheaper samples I am sending you. I hope you will now allow that my remarks were justified. They were not dictated by a desire to damage, but to improve the Indian tea trade and to remedy an evil by giving it publicity. The people here are now so accustomed to rank tea sweetened excessively that ordinary good tea at first appears to them flavourless. I have, however, found that it takes a very short time to teach them to prefer the latter. The green tea sent here from India seems to be much on a par with the black tea and comes from the same direction. I know by experience also that a sample of Indian green tea, specially manufactured by a planter at Kumaon, was preferred by a native of Central Asia to that from China. The duty on good Indian green tea would probably be the same as on Chinese green tea.

I am obliged to you for pointing out my error about the selling price of black tea in London, and I am sorry I made it. I learnt my mistake 3 months ago, but too late to alter it this year.—I have, &c.,

E. C. RINGLER THOMSON,
British Vice-Consul for Khorasan and Sistan.

BOMBAY CHAMBER OF COMMERCE, 2*nd March* 1896.

The SECRETARY, INDIAN TEA ASSOCIATION, Calcutta.

DEAR SIR,—I am directed to acknowledge the receipt of your letter No. 37 of the 23rd January with its accompaniments on the subject of certain tea imported into Central Asia and described as Indian tea.

The Committee of the Chamber having made enquiries among the principal shippers in Bombay, I am directed to communicate the following information received from Messrs. Grindlay, Groom & Co. and Messrs. David Sassoon and Co. on the subject. The first mentioned firm says :—

"We have been more intimately connected with the tea manufactured in Kangra Valley and Dehra Dun.

A considerable amount of such tea has come to us for sale, and we have also had the opportunity of seeing various samples of tea manufactured at nearly every garden in these two districts, but none of them in any way correspond with the description given by the Vice-Consul for Khorasan or with the brokers valuation and report sent to you by the Indian Tea Association, Calcutta. All the tea that has passed through our hands for either sale or shipment has been honest tea. Some qualities may have been poor or coarse, but nevertheless they have been genuine tea, and no question as to their fitness for consumption could be entertained. As far, therefore, as our experience goes, we must say that we know of no export answering to the tea referred to by the Vice-Consul for Khorasan. We have endeavoured to try and find out if anything is known in Bombay as to the export of tea of the quality and description referred to by the above Vice-Consul. We have had to proceed cautiously in the matter for obvious reasons, and this is why we have not been able to reply earlier to your communication. As far as our enquiries have gone, we can trace no such tea as having been shipped from Bombay as the original port of shipment and all the dealers and brokers with whom we have conversed on this subject have affected an ignorance (feigned or real) of the shipment of such tea from this port. We are sorry, therefore, we have not been able to throw any light on the matter which is reflecting injuriously on Indian tea. But we are keeping your letter before us, and will not fail to communicate with you should we discover anything bearing on the subject."

Messrs. David Sassoon & Co.'s representative writes:—

"I can bear testimoney to the fact that all consignments of tea that we received from Kangra and

elsewhere were all honest and drinkable fine teas. I cannot understand the complaints of the Vice-Consul at Meshed. He probably refers to the Kangra Valley green tea of native manufacture colored with a mud of a light bluish color and chalky formation saleable at Armitsur at 12 to 13 annas per buttee of 4 lbs. But we have not seen such teas in Bombay. They are probably imported from up-country by the Natives and sold to Persian merchants for export to Persia, &c. Since writing this minute I was informed that a quantity of Cachar tea was damaged by the boat sinking in the river. The tea was picked up and sold by the Steamer Agents. This tea was known to have been sent to Bombay and was probably exported to Persia, and this is no doubt causing the present trouble."

I shall address you again with respect to your request for a package or two of the tea packed in skins before it is exported from Bombay; also the names of shippers and figures of the exports from this port.—I am, &c.,

JOHN MARSHALL, Secretary.

No. 141.

INDIAN TEA ASSOCIATION,
CALCUTTA, *9th April* 1896.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am directed to acknowledge receipt of your letter of 2nd March, and to tender you the best thanks of the General Committee for the trouble you have taken and for the information you have been good enough to place before them in connection with the subject of inferior tea imported into Persia and described as Indian tea. The Committee quite realize that any enquiries into the subject must be attended with considerable difficulty, but they are extremely anxious to follow up the matter as far as it is possible

for the sake of the reputation of Indian tea in the markets of Central Asia, and they therefore await with interest the further communications promised in the last paragraph of your letter.—Yours, &c.,

W. PARSONS, Assistant Secretary.

BOMBAY CHAMBER OF COMMERCE, *28th April* 1896.

The SECRETARY, INDIAN TEA ASSOCIATION, Calcutta.

DEAR SIR,—I am directed to acknowledge the receipt of your letter of the 9th instant.

With reference to your previous request to be furnished with a package of the tea packed in skins before it is exported from Bombay, I am informed by Messrs. Grindlay Groom & Co. that this can only be obtained by purchase. The package contains as a rule about 180 lbs. and its value would represent from Rs. 60 upwards, according to quality. They accordingly desire to be informed whether you would authorise their incurring this expense on behalf of your Association. In the meantime I send you, as desired, the accompanying statements showing—

(*a*) Names of exporters of tea from Bombay.

(*b*) Exports of tea from Bombay to foreign countries during the official year 1894-95.

(*c*) Ditto to Indian Ports during 1894-95.

(*d*) Summary of exports during the calendar year 1895.—I am, &c.,

JOHN MARSHALL, Secretary.

No. 188.

INDIAN TEA ASSOCIATION,
CALCUTTA, *13th May* 1896.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am directed by the General Committee to acknowledge with thanks receipt of your letter of 28th ultimo with its

enclosures. The Committee desire me to state that they will feel very much indebted to you if you will kindly procure a package of the tea packed in skins and ship the same by an early steamer to Calcutta. I shall have pleasure in defraying the cost and all expenses connected therewith. The lower the quality of the tea, the better it will answer the Association's purpose. The Committee will also feel obliged if you could furnish them at the same time with the name of the party in Bombay from whom the package in question is procured, the name of the particular district in India from which it is said to have come, and the name of the place to which it was intended to export it. These particulars are essential if the enquiry upon which the Committee have entered is to be followed up to any good purpose. The Committee, notwithstanding the statements made by Messrs. Grindlay Groom and Co. and Messrs. David Sassoon and Co. quoted in your letter of 2nd March, are fully convinced that some very deleterious stuff is exported to Persia which is extremely likely to damage the trade in the genuine article, a result which would not only be prejudicial to the Indian Tea Industry, but would also interfere with the export trade in good Indian Tea from Bombay, which the Committee trust to see extending year by year, as they look upon Persia as one of the most hopeful markets of the future.

The Committee direct me to thank you for the very interesting statistics you have sent them. They would like to know whether the term "*Foreign Merchandise*" indicates China tea, as distinguished from Indian tea. They note that during the official year 1894-95, no less a quantity than 3,961,253 lbs. of foreign tea was shipped from Bombay to Persia while in the same period only 2,087,668lbs. of Indian tea were shipped to that country. It may be that some of the foreign tea is of low and bad quality, but being shipped from Bombay it is confused with Indian tea when it arrives in Persia and that the reputation of the latter suffers accordingly. You will no doubt be able to enlighten us on this point.

If the package of tea is shipped by steamer it should arrive here in much the same condition as it would in a Persian port.

Thanking you for all the trouble you are taking.—I remain,

W. PARSONS, Asst. Secretary.

BOMBAY CHAMBER OF COMMERCE, *24th September* 1896.

The SECRETARY, INDIAN TEA ASSOCIATION, Calcutta.

DEAR SIR,—With reference to your letter No. 188 of the 13th May last, and the previous correspondence on the above subject, I now beg to wait upon you, for the information of your Committee, with the accompanying copy of a communication received from Messrs. Grindlay, Groom & Co., in reply to my enquiry as to what steps they had taken in connection with your request to be supplied with a package of the tea packed in skins before it is exported from Bombay.—I am, &c.,

A. F. BEAUFORT, Chairman.

BOMBAY, *12th September* 1896.

The SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—Your clerk has called on us this morning relative to your letter of 16th May. Our difficulty is to get a packet of tea which is likely to throw any light on the question of the condition in which Indian tea is exported from Bombay for Central Asia. What we are trying to get hold of is a packet of tea shipped by someone whose tea is likely to be poor in quality or adulterated, and where we have succeeded in finding suspicious consignments, or to speak more correctly, consignments which we considered suspicious, the shippers will not sell. As soon as we can get hold of a packet such as we are in search of, we will buy it, and advise you.—Yours, &c.,

GRINDLAY, GROOM & Co.

No. 426.

INDIAN TEA ASSOCIATION,
CALCUTTA, *12th October* 1896.

A. F. BEAUFORT, Esq., Chairman, Chamber of Commerce, Bombay.

DEAR SIR,—I am directed by the General Committee of this Association to tender you their best thanks for your letter of 24th ultimo, and for the trouble you have taken in endeavouring to procure a package of the adulterated tea, which is known to be shipped to Persia from Bombay, packed in skins. The General Committee

desire me to say that if you have not on receipt of this been able to procure such a package, they will not ask you to take any further trouble in the matter.

I am also directed to hand you a copy of correspondence which has taken place between the Committee and the Honorary Secretary of the Kangra Valley Planters' Association with reference to the efforts made by the latter to push the legitimate trade in Indian tea with Persia, the perusal of which you may find interesting.—Yours, &c.,

W. PARSONS, Acting Secretary.

No. 383.

INDIAN TEA ASSOCIATION,
CALCUTTA, 15*th September* 1896.

R. A. BALLARD, Esq., Honorary Secretary, Kangra Valley Planters' Association, Palampur.

DEAR SIR,—The attention of the General Committee has been drawn to a letter in the "Pioneer" from Mr. Leslie Rogers of Dehra Dun, stating that the Committee of the Planters' Associations of Kangra Valley and Dehra Dun have been actively interesting themselves in re-opening and pushing the tea trade with Persia, and also that a special auction mart has been recently established at Bombay where pure teas from Dehra Dun and Kangra Valley are bought and shipped direct to Persia by Mogul merchants. The letter also states that the trade continues to be handicapped by the inferior quality of the teas sold by native managed gardens and by the malpractices of native Bombay traders who flood the market with damaged and adulterated leaf. You will not have forgotten the correspondence which the Committee had with you some time ago on the very important subject, since which they have been endeavouring, in connection with the Committee of the Chamber of Commerce, Bombay, to find some means to bring this trade in rubbish to an end, although so far but little progress has been made. The Committee would now be glad to ascertain whether the statements quoted above are correct, especially with regard to the auction mart said to have been established in Bombay, as it seems probable that this latter step may assist very considerably in putting down the illicit trade, and I shall be much obliged for any information you are able to give me in connection with the matter.—Yours, &c.,

W. PARSONS, Assistant Secretary.

PALAMPUR, KANGRA VALLEY, PUNJAB, 18*th September* 1896.

From the Hon. SECRETARY, KANGRA VALLEY PLANTERS' ASSOCIATION, to the SECRETARY, INDIAN TEA ASSOCIATION, Calcutta.

DEAR SIR,—I am favoured with your letter No. 383 of 15th instant, and have the pleasure to reply. I have read the letter from Mr. Leslie Roger referred to by you and his statements appear quite in order: the Bombay auction mart referred to has been the salvation of Dehra Doon gardens and has enabled them during the past few years to pay handsome profits. The idea of opening an auction mart in Bombay had its origin with us, and we started it with the co-operation of Doon planters; Kamaon planters tabooed the idea although they have since benefited by it. Messrs. Grindlay Groom and Company of Bombay opened the auction mart and dispose of a good deal of tea in this way, but they also sell privately as do Messrs. David Sassoon and Company who have had a very long experience in the tea trade and deal largely in China or did so when I saw them in February 1895; these two firms could, I have no doubt, assist you to trace the illicit trade mentioned in the letter under reference.

Many planters in Northern India have found that Bombay pays better than Calcutta for the class of tea it requires and is a better port for shipments to London and that the produce of the smaller gardens in small breaks is not so *criminally neglected* as is the case in Calcutta.

There is no doubt that the trade in tea made on native gardens continues. Last month there was a native buyer in this District who bought up a large quantity of native made tea (sic) which found its way to Dehra Doon above all places in the world; it was purchased locally at about 2½ annas per lb., but I have not been able to find out with what object it was sent to Dehra Doon; this tea if sent to Calcutta or London would be classed as unfit for human consumption. It appears to me that the best means of stopping this trade in spurious tea is to get the Government to legislate for the purpose; if every factory had to obtain a license to manufacture tea up to a certain standard and a Government official was appointed to each district to see that the standard was adhered to, it would go a long way to stop illicit trade.—I am yours, &c.,

R. A. BALLARD, Honorary Secretary.

APPENDIX JJ.

REPRESENTATION OF THE CHAMBER IN THE LEGISLATIVE COUNCIL OF THE GOVERNMENT OF BOMBAY.

No. 96 of 1896.

LEGISLATIVE DEPARTMENT,
BOMBAY CASTLE, 17*th March* 1896.

From the ACTING CHIEF SECRETARY, to the GOVERNMENT of Bombay, to the CHAIRMAN of the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed by His Excellency the Governor of Bombay to request that, in accordance with Rule II of Notification by the Government of Bombay, No. 74, dated the 9th March 1895, you will be so good as to convey this his invitation to the Chamber of Commerce, Bombay, to recommend to His Excellency for his nomination as an Additional Member of his Council for making Laws and Regulations a person elected by that Body.

2. I am also to request that you will notify to me the date of your receipt of this request, and within two months after the said date, will further communicate to me the name of the person recommended as an Additional Member. In doing so, I am to request that you will certify that such person is duly elected as required by the Indian Councils Act, 1892; and by the Regulations published with the Government of India, Home Department, Notification No. 359, dated the 17th of March 1893; and by the rules published with this Department Notification No. 74, dated the 9th of March 1895, of all of which copies are inclosed for your guidance, and that in respect of residence and the procedure laid down by law, regulation, or rule thereto applicable the said person is duly recommended.—I have, &c.,

G. W. VIDAL, Acting Chief Secretary to Government.

BOMBAY CHAMBER OF COMMERCE, 19*th March* 1896.

The ACTING CHIEF SECRETARY to the GOVERNMENT of BOMBAY, Legislative Department.

SIR,—I have the honor, by direction, to acknowledge the receipt on the 17th instant of your letter No. 96 of the same date, conveying an invitation to recommend to H. E. the Governor for his nomination as an additional member of his Council for making laws and regulations a person elected by and to represent the Bombay Chamber of Commerce.

2. In accordance with paragraph 2 of your communication the Committee will, within the period specified, communicate to Government, in the prescribed form, the name of the person recommended.—I have, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, 7*th April* 1896.

To the ACTING CHIEF SECRETARY to GOVERNMENT, Legislative Department, Bombay.

SIR,—With reference to your letter No. 96 of 17th March last, I have now the honor, by direction, to inform you that, as required by the Indian Councils Act, 1892, and the Regulations published by Government—copies of which accompanied your communication—the members of the Bombay Chamber of Commerce have, in accordance with rules drawn up by the Committee and adopted by the general body of the Chamber, elected Mr. A. F. Beaufort, of the firm of Messrs. Lyon and Company, to be recommended to His Excellency the Governor for nomination as an

additional member of the Council of the Governor of Bombay for the purpose of making laws and regulations.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 130 of 1896.

LEGISLATIVE DEPARTMENT,
BOMBAY CASTLE, 24*th April* 1896.

From M. H. W. HAYWARD, Esq., I.C.S., Under-Secretary to Government, Bombay, to the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter, dated the 7th April 1896, intimating that Mr. A. F. Beaufort of the firm of Messrs. Lyon and Co., has been recommended by the Chamber of Commerce, Bombay, for nomination by His Excellency the Governor as an additional member of his Council for the purpose of making Laws and Regulations, I am directed to inform you that His Excellency the Right Hon'ble the Governor has been pleased to nominate Mr. Beaufort to be a member of his Council for the purpose of making Laws and Regulations only.—I have, &c.,

M. H. W. HAYWARD, Under-Secretary to Government.

APPENDIX KK.

REPRESENTATIVES OF THE CHAMBER IN THE MUNICIPAL CORPORATION.

BOMBAY, *August* 1896.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I regret to have to bring to your notice the fact that I find my duties in connection with the Railway I represent are such that it is almost impossible for me to attend with any degree of regularity at the meetings of the Municipal Corporation. I have therefore the honor to request that you will ask the Chamber to accept my resignation of my post as representative of the Chamber of Commerce on the Municipality.

On hearing from you I will address the Municipal Commissioner direct.—Yours, &c.,

H. D. OLIVIER.

No. 11931 OF 1896-97.

MUNICIPAL COMMISSIONER'S OFFICE,
BOMBAY, 24*th September* 1896.

From P. C. H. SNOW, Esq., I.C.S., Municipal Commissioner for the City of Bombay, to the CHAIRMAN, CHAMBER of COMMERCE.

SIR,—Major H. D. Olivier, R.E., who was elected by the Chamber of Commerce as a Councillor of the Municipal Corporation, having resigned his office, I, pursuant to section 22 (3) of the Municipal Act, hereby fix Monday, the 19th October 1896, for the election of a Councillor in his place.

I have also to invite your attention to sections 15, 31 and 32 of the said Act.—I have, &c.,

P. C. H. SNOW,
Municipal Commissioner for the City of Bombay.

BOMBAY CHAMBER OF COMMERCE, 19*th October* 1896.

The MUNICIPAL COMMISSIONER for the CITY of BOMBAY.

SIR,—With reference to your letter No. 11,931 of the 24th ultimo, I have the honor to forward herewith a return, in duplicate, of the name of the gentleman elected to represent the Chamber in the Municipal Corporation in accordance with the provisions of the Bombay Municipal Act.—I have, &c.,

A. F. BEAUFORT, Chairman.

Return of gentleman elected by the Bombay Chamber of Commerce in accordance with the provisions of the Bombay Municipal Act, to be a member of the Municipal Corporation in place of Major H. D. Olivier, R. E., resigned :—

Date of Election.		Name of Gentleman elected.
1896 October	19	P. B. Savile, Esq., (of Messrs. Forbes, Forbes & Co., Ld.)

A. F. BEAUFORT, Chairman.

Bombay, 19*th October* 1896.

APPENDIX LL.

BOMBAY PORT TRUST BUDGET ESTIMATES.

MEMORANDUM ON THE BUDGET ESTIMATES, 1896-97.

The Estimates of Income and Expenditure for the year 1896-97 are herewith submitted as required by section 52 of the Port Trust Act, 1879.

The Chairman, in framing them, has had the valuable assistance of a Special Committee of the Trustees, consisting of Mr. A. F. Beaufort, the Hon'ble Mr. W. R. Macdonell, and Mr. Vijbhucandas Atmaram.

CAPITAL ACCOUNT.

A total expenditure of Rs. 7,90,000 is provided for under Capital on account of new works in progress or proposed. The amount is comprised as follows :—

	Rs.
Section I.—Prince's Dock	... 1,03,600
„ II.—Victoria „	... 1,56,400
„ III.—Merewether Dry Dock ...	... 4,000
„ IV.—New Works, Ordinary ...	... 4,76,000
	Rs. 7,40,000
Add—Establishment	„ 50,000
	Rs. 7,90,000

This outlay, it is proposed, should be met as follows :—

	Rs.
To be advanced by Government on account of the Victoria Dock	... 1,56,400
From Capital Receipts	... 4,900
„ Fixed Annual Revenue Surplus ...	... 22,000
„ Estimated Surplus Revenue	... 49,200
„ Balance of Loan of 1894 and from New Loan.	5,07,500
	Rs. 7,40,000

These proposals leave Rs. 78,000 out of the provision for the fixed annual revenue surplus of one lakh untouched, and it will be available for payment to Government in reduction of debt should the anticipated revenue be fully realised.

The sum to be advanced by Government on account of the Victoria Dock, Section II, is Rs. 1,56,400, the undrawn balance of the original sanctioned loan of 96 lakhs being Rs. 2,50,000.

The new loan, from which a portion of the expenditure provided for in Sections I, III and IV of the Capital Works Budget is to be met, is for a number of improvements in the facilities for the trade of the Port and to the property of the Trustees. The amount is Rs. 10¼ lakhs, and the sanction of Government has been applied for to the issue of debentures for that amount having a currency of 30 years and bearing interest at 4 per cent.

The following is a brief explanation of the provision under each section of the Capital account side of the Budget :—

CAPITAL ACCOUNT—SECTION I.

Prince's Dock.

The provision made is for a lenght of narrow-gauge hand tramway between the transit sheds and warehouses, similar to that recently provided experimentally in the Victoria Dock, and for an extension of the shed accommodation. The tramway is still in the experimental stage, but, it is believed, must ultimately prove a great convenience. The want of more shed accommodation has been seriously felt, more especially during the time preceding and following the monsoon, when goods stored in the open are exposed to damage from sudden storms which are then prevalent. The addition provided for is on the west wharf of the Dock between the existing sheds E and F, where it is proposed to cover in a space measuring 240 × 120, affording 28,800 square feet of additional shed room.

CAPITAL ACCOUNT—SECTION II.

Victoria Dock.

It is proposed to further extend the light tramway and to continue the work of deepening the south channel, which has proved so successful in reducing the recurring expenditure on dredging the north channel. The provision under the latter head includes the purchase

of rock-drilling machinery with a view to expedite progress. Provision is also made for paving the wharves at four of the berths and for the construction of additional latrine accommodation for the use of ships' officers.

CAPITAL ACCOUNT—SECTION III.

Merewether Dry Dock.

The construction of the latrine provided for in the last year's Budget has been again deferred, as no final settlement has yet been arrived at regarding the proposed alteration in the Dock limits in the north. The provision for the work is accordingly repeated.

CAPITAL ACCOUNT—SECTION IV.

New Works, Ordinary.

ITEMS 1 *to* 3, 9 *and* 10 provide for works already in progress, the purposes of which have been described in previous Budget notes and in the Administration Reports, and call therefore for no special notice on this occasion. It may, however, be noted that the estimate for roads on the Apollo Reclamation (Item 10) has been revised to provide for increasing the width of the road along the frontage to 60 feet.

ITEM 4, IMPROVEMENTS TO PASSENGER WHARF AT MODY BUNDER.—The present accommodation is restricted in area and without covered shelter, water, or sufficient conveniences. It is proposed to remedy these defects by enlarging the area of the wharf, providing sheds, filling in the slipway, improving the lighting, laying on water, and building ample latrine accommodation. The passenger traffic at the Bunder is very large, and these improvements are urgently called for.

ITEM 5, FILLING IN THE BASIN AT MODY BAY BETWEEN COOMPTA AND MANGALORE STREETS.—This is a part of the complete scheme of Mody Bay Reclamations, which it is proposed to carry out in consequence of the demand for land in the locality, which is in close proximity to the Fort, the Market, and the Harbour frontage. It will moreover effect a material sanitary improvement by filling in a basin which is offensive at low water and a source of nuisance to the neigh-

bourhood in consequence. The native craft which use the basin as a 'hard' can be accommodated elsewhere. The area to be reclaimed measures 3,912 square yards.

ITEM 6, RECLAMATION NORTH OF THE FRERE LAND ESTATE (JACKERIA BUNDER).—It is proposed to reclaim an area of 38,000 square yards from the swampy foreshore and to lay out roads, rendering it suitable for building and storage purposes. The scheme is an extension, on a smaller scale, of that recently carried out at Mazagon, Tank Bunder, and the Frere Estates, and will be a great sanitary improvement, and it is anticipated that the land will soon find a market. The entire cost is estimated at Rs. 1,38,000, the provision made is for the anticipated outlay in 1896-97.

ITEMS 7 AND 8.—The allotments in these cases are provisional only. The present Dolphin Light-house was built in 1857, and the accommodation for the establishment and stores is very insufficient. It has also been proposed to increase the height of the light-house and improve the light. The project is under consideration. Similarly, that for a new range of tobacco godowns is also under consideration. The present godowns are inconvenient in situation, badly arranged, and are insufficient in size.

ITEMS 11 AND 12 are small works. The former requires no remark. The latter is to complete certain roads on the Mody Bay Estate taken over by the Municipality some years ago on the understanding that the Trustees would add water-tables when required.

ITEM 13.—The Trustees in 1894 provided a fire service in connecti on with the large hay and grass depot at Mody Bay which was successful recently in preventing a serious fire among the hay stacks there. This has again drawn attention to the unprotected state in this respect of the similar large depot at the Frere Lands Estate. The provision of a fire service there would have been made long ago, but has been delayed owing to the Municipality not having yet laid mains to provide the requisite supply. The Corporation have now been advised to lay an 18-inch main along the new through road, which will, in addition to supplying the locality, greatly improve the pressure in the districts to the south, and, in anticipation of this project being carried out, provision is included for the estimated cost of a fire service to the hay depot.

REVENUE ACCOUNT.

The revenue from all sources is estimated at...	Rs.	49,99,705
The expenditure is estimated at—		
Revenue expenditure	Rs. 25,00,165	
Interest	„ 21,46,740*	
Sinking Fund	„ 1,05,440†	
Depreciation	„ 98,160	
Fixed annual revenue surplus for the increase of assets and liquidation of debt	„ 1,00,000	
		49,50,505
Leaving a surplus of	Rs.	49,200

REVENUE RECEIPTS.

Omitting book credits for Engineering (Rs. 50,000) and for transfers from the depreciation account (Rs. 56,400), the revenue receipts are estimated at Rs. 48,93,305 and compare with previous years as follows :—

„ 46,29,610, Actuals, 1893-94,
„ 47,25,874,‡ „ 1894-95,
„ 47,77,300, Budget, 1895-96,
„ 47,14,869, Actuals, calendar year 1895.

As compared with the Budget of the current year, the increase estimated for is Rs. 1,16,005, and with the actuals of the calendar year Rs. 1,78,436. As will appear from the explanation furnished under the several heads, these increases are, to a large extent, warranted by engagements which the Trustees have entered into, and so far the forecast is of course absolutely reliable. In other respects the anticipations are based on enquiries and what appear to be reasonable probabilities, taking into account the character of the season and what is known of the prospects of the crops in the districts the produce of which is exported through Bombay.

Excludes Rs. 5,000, discounton debentures of 1885.

† Includes Rs. 5,000, discount on debentures of 1885 and provision under item 21, Section II, for share of cost of temporary sheds.

‡ Excludes special receipts from premium on loan.

The following is a brief explanation of the basis on which the estimates have been framed under the several heads.

BUNDER PROPERTIES.

The estimate is Rs. 19,36,305 as compared with
" 17,67,018, Actuals, 1893-94,
" 18,53,500, " 1894-95,
" 18,66,000, Budget, 1895-96,
" 18,41,278, Actuals of calendar year 1895.

The increase, as compared with the actuals of the calendar year, is in *Wharfage fees*, *Ground rents*, *Godown rents*, *Siding fees* and *Warehouse receipts*. In the former case account is taken on the one hand of probable receipts from kerosine oil landed at the new bulk oil wharf, and of the revival of the Calcutta rice trade at the Bundars, and on the other hand allowance is made for a possible falling off in the kerosine case oil trade. Under *Ground rents* the increase estimated for is based on the large areas of land actually let on lease in the last few months and on the accrual of increments in the current leasehold rates. Under *Godown rents* credit is taken for the increased receipts due to the rents of the Ryan Grain Market having been raised last October and for the receipts from the large new godown for kerosine oil storage at Mazagon. In *Siding* fees the increase is on account of the new siding connecting the bulk oil siding with the existing siding on Carnac Bundar under an agreement which the Trustees have entered into. The *Warehouse receipts* are fixed at Rs. 1,90,000, or Rs. 4,000 more than in 1895, as it is anticipated that there will be an increase in the stocks, which are now small.

WET DOCKS.—The estimate is Rs. 24,17,892 as compared with
" 23,68,654, Actuals, 1893-94,
" 23,50,202, " 1894-95,
" 23,98,000, Budget, 1895-96,
" 23,28,605, Actuals of calendar year 1895.

Under imports the actuals of the calendar year are taken, decreases which are probable in *Railway materials* and *Grain* (rice) being counterbalanced by an increase in the receipts from coast traffic which may be relied on and by slight increases in those from *Piece-goods* and *Machinery*. Under exports the estimates are about 10 per cent. better than the actuals of the calendar year 1895. This is arrived at by allowing for an increase in *Seeds* and *Cotton* and for a slight increase in *Grain* and *Twist and Yarn*. The circumstances of the case in each instance have been carefully considered by the Committee, and the forecast is as reliable as it is possible to make it.

MEREWETHER DRY DOCK.—This dock is now very extensively resorted to. The estimate is Rs. 1,13,000 as compared with
„ 56,429, Actuals, 1893-94,
„ 99,074, „ 1894-95,
„ 1,00,000, Budget, 1895-96,
„ 1,09,675, Actuals of calendar year 1895.

The budget estimate for 1895-96 has been considerably exceeded, and it is reasonable to anticipate a further improvement at the current low rates for docking.

INTEREST AND MISCELLANEOUS.—No remarks.

PORT DEPARTMENT AND PILOTAGE.—The estimates are on the basis of the actuals of the calendar year 1895 and call for no remarks.

REVENUE EXPENDITURE.

The entire Revenue Expenditure is estimated at Rs. 49,50,505. Excluding the expenditure from depreciation funds and the book debit for Engineering to be transferred to Capital at the end of the year, the estimate compares with previous years as follows :—

Actuals,	1893-94	Rs.	46,42,476
„	1894-95	„	47,17,941*
Budget,	1895-96	„	47,41,695
„	1896-97	„	48,44,105

Comparing the Budget, 1896-97, with the Actuals, 1894-95, the increase is Rs. 1,26,164 ; comparing it with the Budget for 1895-96, the increase is Rs. 1,02,410. These increases are comprised as follows :—

	In comparison with— Actuals, 1894-95. Increase. Rs.	Budget, 1895-96. Increase. Rs.
I. General Charges	11,484	15,340
II. Bundar Properties	20,736	43,083
III. Prince's and Victoria Docks.	27,145	23,479
IV. Merewether Dry Dock ...	5,866	7,325
V. Rents	693	...
VI. Interest Account	50,726	4,501
VII. Sinking Fund	3,118	1,300
VIII. Fixed Annual Revenue Surplus.	...	...
IX. Port Department	4,239	152
XI. Pilotage Account	2,157	7,230
	Rs. 1,26,164	Rs. 1,02,410

* Excludes premium on loan appropriated to Capital.

There is an increase under most of the heads, but it is due to defined causes which admit of ready explanation.

I. General Charges.—The increase, as compared with the Actuals, 1894-95, is due to the growth of the Pension and Provident Fund lists. The former shows an increase of Rs. 6,884, and the latter of Rs. 2,299. As compared with the Budget, 1895-96, these two items show increases of Rs. 4,000 and Rs. 1,835 respectively, and there is a further increase of Rs. 7,000 for the expenses of the proposed new Loan and of Rs. 2,318 in the Secretary's Establishment, due principally to provision having now been included for acting allowances, which was not done last year.

II. Bundar Properties.—The increase is due mainly to larger provision for repairs to buildings, roads and wharves, the figures for which stand thus :—

	Rs.
Actuals, 1894-95	78,830
Budget, 1895-96	87,878
„ 1896-97	107,320

This is necessitated by the considerable additions recently made to works of the kind on the Trustees' properties and would account for the whole increase as compared with 1894-95, but in addition provision is now made for the first time for dredging the new petroleum wharf and repairs to the siding (Rs. 5,700), and Rs. 12,245 is provided for the Ballard Pier, which was not open in 1894-95. As compared with 1895-96, the increase is mainly accounted for as follows :—

	Rs.
Increased provision for repairs as above	19,431
Add Petroleum Wharf	5,700
„ Increased provision for Ballard Pier... ...	5,495
Dredging Basins	5,000
Removing Rock, Carnac Basin	4,150
Clothing to Peons (biennial)	3,553
Rs.	43,329

III. Prince's and Victoria Docks.—Under this head the details show considerable variation. The increase, as compared with both the Actuals, 1894-95, and Budget, 1895-96, does not indicate a steady growth of expenditure such as might be inferred. The outlay on some of the larger items fluctuates in proportion to the volume of trade

dealt with, but the estimates—receipts, Rs. 24,17,892, and expenditure Rs. 12,27,008—compare favourably with 1892-93, when, with a revenue of Rs. 23,48,054, the expenditure was Rs. 12,26,500.

A comparison in detail with the Actuals, 1894-95, would serve no useful purpose as a large number of items would require examination. As compared with the Budget, 1895-96, the principal increases are in *Hamallage* (Rs. 14,551) and in *Temporary establishment* (Rs. 8,500). There are increases also in *Repairs* under several of the heads and a decrease under *Municipal Taxes* due to the reduction in the General Tax.

The provision made for *Dredging* is the same as in 1895-96, but a larger amount is provided for dredging the docks and less for the channel, as it is anticipated that the effect of deepening the south channel will continue and the interior of the docks requires attention. The figures stand as follows :—

		Rs.
Actuals,	1890-91	2,25,969
„	1891-92	2,25,200
„	1892-93	2,23,838
„	1893-94	2,15,271
„	1894-95	1,85,418
Budget,	1895-96	2,00,000
„	1896-97	2,00,000

The increase, as compared with the Actuals, 1894-95, is entirely in the provision for dredging the interior of the docks, and the figures as regards the channels anticipate a continuance of the favourable results achieved in the period beginning with 1893-94.

IV. MERE WETHER DRY DOCK.—The increase is principally in the payments to the docking contractors for labour and shoring and is in proportion to the work to be done and the anticipated receipts.

V. RENTS.—No remarks.

VI. INTEREST.—The increases are due to the loan of 1894 and to further advances from Government for the Victoria Dock construction.

VII. SINKING FUND.—The small increase is proportionate to the increase in the Capital Account of the Victoria Dock, due to the further expenditure on sheds and in deepening the south channel, &c.

IX. PORT DEPARTMENT.—The Port Officer's staff, taken as a whole, is estimated to cost Rs. 59,101 against Rs. 73,336 the Budget Estimate of 1895-96. The saving is Rs. 14,233, due to the post of Assist-

ant Port Officer being held in abeyance, to the abolition of the post of Engineer in charge of steam craft and reduction in rate of exchange compensation. The two former measures and the disposal of one of the fleet of steam launches (the *Flirt*) comprise the further steps in economy referred to as contemplated in the last Budget review.

The other measure of economy referred to was adapting the tug *Princess* as a water-boat and dispensing with the services of a separate vessel for that purpose. The effect of this latter measure can best be shown by comparing the estimates, 1896-97, with the actuals, 1893-94, and the figures stand as follows :—

	Actuals, 1893-94. Rs.	Estimates, 1896-97. Rs.
Receipts from Towage and Water-supply to Shipping	16,620	23,050
Expenditure...	34,268	21,839

showing an increase in receipts of Rs. 6,430 and a decrease in expenditure of Rs. 12,429, the latter including a reduction of Rs. 5,000 in the provision for depreciation of the *Princess*.

This is the net result. The actual effect has been to increase the net expenditure under Port Department and reduce that under the Prince's and Victoria Docks, to which the *Princess* was previously charged.

The Port Department estimates, 1896-97, include provision for increases in the Trustees' contributions towards the expenses of St. George's Hospital and of the establishment of the Health Officer of the Port. In the former case the increase is Rs. 2,435, due to a revision of the proportion on the basis of the actual figures of the previous five years; in the latter case the increase is Rs. 2,779 and is partly on account of a share of the cost of a new boiler for the Health Officer's launch. Provision is also made for a contribution of Rs. 2,324 towards the Hospital Nursing Fund.

The net effect is as follows :—

	Estimates. 1895-96. Rs.	1896-97. Rs.
Receipts	1,58,300	1,69,250
Expenditure	1,64,085	1,64,237
Surplus ... Rs.	.....	5,013
Deficit ... ,,	5,785	.....

The finances of the Port Department are thus now on a satisfactory footing.

XI. PILOTAGE ACCOUNT.—The increase is nominal only. The receipts are larger, and the share payable to the pilots is larger in proportion. The net result is a balance of Rs. 10,211 to be carried to the credit of the schooner replacement fund as against Rs. 6,067 in 1894-95 and Rs. 1,381 in 1895-96, and there is actually a small decrease in total expenditure omitting these balances, due to the economies already referred to in the staff of the Port Officer, a proportion of which is charged to pilotage.

ENGINEERING ESTABLISHMENT.—The provision under this head is spread over the several sections of the Budget already dealt with. For convenience the figures are here dealt with as a whole. They are—

	Debitable to-			
	Capital.	Depreciation.	Revenue.	Total.
	Rs.	Rs.	Rs.	Rs.
Actuals, 1894-95...	48,780	5,365	46,413	1,00,538
Budget, 1895-96...	50,000	5,660	49,462	1,05,122
„ 1896-97...	50,000	5,660	51,622	1,07,282

The increase in total, as compared with the Budget for 1895-96, is principally due to the salary of the Engineer which the Trustees have increased in consequence of the great importance of the work devolving on that officer.

The total expenditure on works and repairs under the supervision of the Engineer is estimated at Rs. 15,14,051, and the charge for engineering is thus at the rate of 7·08 per cent. against 7·67 per cent. in 1895-96.

The provision for the Stores Department Establishment (Rs. 11,829) and for repairs and maintenance of Workshops, Plant and Machinery (Rs. 8,600) is almost identical with that in the previous year.

EXCHANGE COMPENSATION.—The total provision is Rs. 32,134 as compared with Rs. 42,244 in 1895-96 and Rs. 38,344, the actuals in 1894-95. The provision is calculated at the rate of 1*s.* 2*d.* instead of 1*s.* 1*d.*, the rate adopted for the estimates of 1895-96.

Full details of the expenditure to be incurred from Depreciation Funds are given in the appendix on page 51 of the Budget.

W. C. HUGHES, Chairman.

BOMBAY, 13*th February* 1896.

APPENDIX MM.

GOVERNMENT TRADE RETURNS.

BOMBAY CHAMBER OF COMMERCE, 14*th March* 1896.

J. E. O'CONOR, Esq., C.I.E., Director General of Statistics, Government of India, Calcutta.

SIR,—With refernce to the monthly statement issued by the Department of Revenue and Agriculture, showing the imports of Cotton, Wheat, Linseed and Indigo into Calcutta, Bombay and Kurrachee, the Committee of the Chamber are of opinion that it should include

(1) Imports by sea as well as by road and rail.

(2) Maunds (of 82⅔ lbs.) should be reduced to cwts.

They further consider that the quarterly rail returns should also be given in cwts. in place of maunds.

2. I am directed to submit these suggestions for the favor of your consideration, and to say that, if you can see your way to adopting them, the returns would be of greater use to the commercial community, and at the same time form valuable appendices to their own returns.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 17-S.
R.

STATISTICAL BUREAU.

GOVERNMENT OF INDIA.

RAIL AND RIVER-BORNE TRADE.

SIMLA, 29*th April* 1896.

To the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter, dated the 14th March, suggesting (1) the inclusion in the monthly statement of the imports of Cotton, Wheat, Linseed, and Indigo, of the imports by sea, (2) the exhibition of all the figures in that

statement in cwts. instead of maunds, and (3) the similar exhibition in cwts. of the figures in the quarterly returns of the rail and river-borne trade.

2. I beg to say in reply that the first two of these suggestions will be carried into effect without delay, and that I hope that effect may also be given later to the third suggestion. I am anxious that the figures should be stated in cwts. and that the returns should be published monthly instead of quarterly, but these changes cannot be arranged for immediately.—I have, &c.,

J. E. O'CONOR, Director General of Statistics.

BOMBAY CHAMBER OF COMMERCE, *7th May* 1896.

The DIRECTOR-GENERAL of SATISTICS, Government of India, Simla.

SIR,—I am directed to acknowledge the receipt of your letter No. $\frac{17\text{-}S}{R}$ of the 29th ultimo, and to convey to you the thanks of the Committee of the Chamber for so kindly giving effect to their suggestion in regard to the monthly Statement of the Imports of Cotton, Wheat, Linseed, and Indigo.—I have, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, *2nd July* 1896.

The COLLECTOR of LAND REVENUE, CUSTOMS and OPIUM, Bombay.

SIR,—I am directed by the Committee of the Chamber to ask you whether it would be possible to have the totals of each separate article—quantities and values—made up in the monthly trade returns for Bombay and Sind, published in the *Bombay Government Gazette*. The returns alluded to were published in part VII. of the Gazette dated 2nd June 1896, and, as you will perceive, only the grand totals of each return are made up. This necessarily renders it exceedingly cumbersome for merchants and others

to refer to, and the Committee believe that in Madras and Calcutta the totals of each article are made up in the way they suggest.—I have, &c.,

JOHN MARSHALL, Secretary.

No. $\frac{R}{307}$ OF 1896.

REPORTER GENERAL'S DEPARTMENT.

BOMBAY, 24*th July* 1896.

From the COLLECTOR of LAND REVENUE, CUSTOMS and OPIUM, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

SIR,—In reply to your letter, dated the 2nd instant, on the subject of entering the totals of each separate article under quantities and values in the Monthly Trade Returns for Bombay and Sind, published in the "Bombay Government Gazette," I have the honor to state that the totals have always been entered in the returns furnished by this office to the press, but that they have hitherto been omitted in printing, as they would greatly lengthen the statements. I have, however, under the circumstances mentioned by you, requested the Superintendent, Government Central Press, to publish the Trade Returns with the totals under each separate article as required by the Committee of the Chamber.—I have, &c.,

A. M. T. JACKSON,
For Collector of Land Revenue, Customs and Opium.

BOMBAY CHAMBER OF COMMERCE, 31*st July* 1896.

The COLLECTOR of LAND REVENUE, CUSTOMS and OPIUM, Bombay.

SIR,—I am directed to acknowledge the receipt of your letter No. $\frac{R}{307}$ of the 24th instant, on the subject of entering the totals of each separate article under quantities and values in the Monthly Trade Returns for Bombay and Sind, published in the *Bombay Government Gazette*, and to convey to you the thanks of the Committee of the Chamber for so kindly complying with their request in this matter.—I have, &c.,

C. J. MICHAEL, Asst. Secretary.

APPENDIX NN.

PREPARATION OF CROP FORECASTS.

D.-O. No. $\frac{376}{18-9}$

DEPT. OF REV. & AGRI.
Agriculture.

CALCUTTA, 13*th March* 1896.

From F. G. SLY, Esq., I.C.S., Offig. Secretary to the Government of India, to the SECRETARY to the CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I am directed to thank you for the suggestions made in your letter dated 13th February 1895, regarding the simplification of the form of the table attached to the final forecasts of crops. It will be seen from the circular* enclosed, which has recently been issued by the Director-General of Statistics, that the form has been simplified and improved.—Yours, &c.,

* No. 7 dated 24th February 1896.

F. G. SLY, Offg. Secy. to the Govt. of India.

No. 7.

STATISTICAL BUREAU.
GOVERNMENT OF INDIA.

CALCUTTA, 24*th February* 1896.

To the SECRETARY to the GOVERNMENT of MADRAS, to the SECRETARY, to the GOVERNMENT of BOMBAY, to the SECRETARY to the GOVERNMENT of BENGAL, to the SECRETARY to the GOVERNMENT of the N.-W. P. and OUDH, to the SECRETARY to the GOVERNMENT of the PANJAB, to the SECRETARY to the CHIEF COMMISSIONER, CENTRAL PROVINCES, to the SECRETARY to the CHIEF COMMISSIONER, BURMA, to the SECRETARY to the CHIEF COMMISSIONER, ASSAM, to the SECRETARY for BERAR to the RESIDENT at HYDERABAD.

SIR,—I have the honour, by direction of the Government of India in the Department of Revenue and Agriculture, to enclose a revised

form of the table attached to the final forecast of crops, and to request that it may be substituted for the form prescribed in the Circular of that Department, No. 8—53, dated the 23rd February 1893.

2. The object of the revision is to eliminate expressions of doubtful meaning, to delete columns which it is difficult to fill up accurately, and to make the form generally clearer, simpler and more precise. The changes are as follows :—

(1) The word "normal" has been removed from the headings of columns 4 and 10, being inaccurate and misleading in the connection in which it was there used.

(2) Column 8 and column 11 which is based on column 8, have both been removed, being of doubtful accuracy considering the unavoidable roughness of the figures obtainable for standards or normals and annual estimates of area and yield, and the local differences in the bases upon which the figures are framed. Following on this change columns 9 and 10 will be numbered respectively 8 and 9.

(3) Columns 4 and 9 of the new form should shew the average of the quinquennial and decennial periods preceding the "previous year" of columns 3 and 8. (*See* the foot-note to the form.)

(4) Columns 6 and 11 should be filled up in the same manner as columns 4 and 9 of the new form.—I have, &c.,

J. E. O'CONOR, Director-General of Statistics.

No. 8.

Copy forwarded to the Resident at Hyderabad and the Agents to the Governor General in Rajputana, Central India and Baroda, for information, in continuation of the Circular of the Department of Revenue and Agriculture, No. 8—53, dated the 23rd February 1893.

J. E. O'CONOR, Director-General of Statistics.

Final Forecast of the Crop in the Province for the year 189 -9 .

DISTRICT.	ACREAGE.					OUTTURN.				
	Of current year's crop (1895-96).	Of previous year's crop (1894-95).	Average of preceding years.	Percentage by which column 2 exceeds (+) or is less than (−) area in		Estimated yield of current year, *i.e.*, of area in column 2 (1895-96).	Yield of previous year, *i.e.*, of area in column 3 (1894-95).	Average of preceding years.	Percentage by which column 7 exceeds (+) or is less than (−) outturn in	
				3 Column.	4 Column.				8 Column.	9 Column.
1	2	3	4	5	6	7	8	9	10	11
			(*a*) Five years. / (*b*) Ten years.		(*a*) Five years. / (*b*) Ten years.			(*a*) Five years. / (*b*) Ten years.		(*a*) Five years. / (*b*) Ten years.

Note.—The years on which the average is calculated should be *exclusive* of the year for which figures are given in columns 3 and 8. For instance, if the forecast is for the year 1895-96, columns 3 and 8 will shew figures for 1894-95 and columns 4 and 9 for (*a*) 1889-90 to 1893-94, (*b*) 1884-85 to 1893-94.

In columns 2, 3 and 4 the figures should be in acres; in columns 7, 8 and 9 they should be in tons for wheat and oilseeds, in cwts. for rice, and in bales of 400 lbs. for cotton. For other crops, the weight should be given in tons, cwt. or lb., as may be found convenient.

BOMBAY CHAMBER OF COMMERCE, 14*th April* 1896.

The SECRETARY to the GOVERNMENT of INDIA, Department of Revenue and Agriculture, Calcutta.

SIR,—I have submitted to the Committee of the Chamber of Commerce your letter, No. D. O. $\frac{376}{19-9}$, of the 13th ultimo, and in reply to say that the new form for crop forecasts as laid down in Notification No. 7 of the Satistical Bureau, dated 24th February 1896, meets with their entire approval; and they consider that if this form is adopted by each Province, the returns will be made much more intelligible and useful than those hitherto supplied.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX OO.

CERTIFICATES OF ORIGIN.

No. 5021-S.R.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

CALCUTTA, 30*th November* 1896.

To the SECRETARY, to the CHAMBER of COMMERCE, Bombay.

SIR,—In continuation of my letter No. 2922, dated the 8th June 1894, I am directed to forward, for the information of the Chamber, copy of a letter dated the 30th September 1896, from Her Majesty's Foreign Office to the Under-Secretary of State for India, and of its enclosures, regarding the non-requirement of certificates of origin for certain imports into Russia.—I have, &c.,

J. E. O'CONOR, Asst. Secy. to the Govt. of India.

FOREIGN OFFICE, 30*th September* 1896.

The UNDER SECRETARY of STATE, India Office.

SIR,—I am directed by the Secretary of State for Foreign Affairs to transmit to you, to be laid before the Secretary of State for India, the accompanying copy and translation of a note as marked in the margin, respecting certificates of origin for goods exported from the United Kingdom to Russia,—I am, &c.,

M De Staal, Sept. 9.

F. H. VILLIERS.

TRANSLATION.

LONDON, 9*th September* 1896.

MY LORD,—By order of my Government I have the honor to bring to your Lordship's knowledge the following arrangements adopted by the Imperial Minister of Finance, consequent on the coming into force, on the 16th (28th) 1896, of the treaty of commerce concluded between Russia and Portugal.

1. The production of certificates of origin laid down by the Regulation of the 10th June 1893, is abolished for all goods with the exception of the following articles of import : arack, rum, &c., No. 27 of tariff, lead in rolls, etc., p. 2 of No. 146 of the tariff, and zinc p.p. 1 and 2 of No. 147, which remain subject to the duties of the Conventional Tariff.

2. The customs duties on corks and articles made of cork laid down in Tariff (A) annexed to the Russo-Portuguese Treaty of commerce, are applicable to arrivals from Germany and every other country enjoying most favoured-nation treatment.

In apprising me of the foregoing the Imperial Government charges me to appeal to the habitual courtesy of your Lordship to give this communication such publicity as you may think necessary.—I have, &c.,

STAAL.

No. 367 S. R.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.
Customs.

RESOLUTION.

CALCUTTA, 31*st January* 1896.

READ—

Despatch from the Secretary of State for India, No. 145 (Revenue), dated the 19th December 1895, and enclosures.

No. 145 (REVENUE),
19*th December* 1895.

From the Secretary of State for India (Right Honorable LORD GEORGE HAMILTON), to the GOVERNMENT of INDIA.

I forward, for the information of your Excellency's Government, copy of a letter from the Foreign Office on the subject of certificates of origin for goods imported to Spain.

Dated 2nd December 1895, and enclosures.

2nd December 1895.

From GEORGE N. CURZON, Esq., Under-Secretary of State for Foreign Affairs, to the UNDER-SECRETARY of STATE for INDIA.

December 2nd.

I am directed by the Secretary of State for Foreign Affairs to transmit to you, to be laid before the Secretary of State for India in Council, the accompanying copy of a Circular addressed to the Chambers of Commerce of this country on the subject of certificates of origin for Spain.

2nd December 1895.

Circular from GEORGE N. CURZON, Esq., Under-Secretary of State for Foreign Affairs, to the SECRETARIES of CHAMBERS of COMMERCE, United Kingdom.

Sir G. Bonham, November 13th, 1895.
Sir G. Bonham, November 22nd, 1895.

I am directed by the Marquis of Salisbury to inclose herewith, for your information, copies of two despatches, and their enclosures, from Her Majesty's Charge d' Affairs at Madrid, which relate to the requirements of Spain in the matter of certificates of origin for goods exported form the United Kingdom to that country.

The first of these despatches contains the reply of the Spanish Government to the representations which have been made to them by that of Her Majesty, and shows the result of the unremitting efforts of Her Majesty's Embassy at Madrid to arrive at some arrangement which would entail a minimum degree of inconvenience to merchants in this country engaged in the export trade with Spain. The despatch also contains models of certificates in the form in which, for the present at any rate, the Spanish Government require that they shall be drawn up and *vise* by a Spanish Consular Officer.

The second despatch contains a translation of a Circular addressed by the Spanish Government to the various Customs officials in Spain.

It may be convenient that I should furnish you with a brief summary of the various phases through which this question has passed in recent years.

By the Spanish Royal Order of the 28th August 1886, and the Order thereunder of the 2nd September 1886, it was stated that goods should be admitted into Spain provided that the certificate of origin should be duly *vise* by the Spanish Consul, and should contain a

statement that before the official granting it a declaration had been made "to the effect that the goods are the produce and manufacture of a country having a treaty with Spain;" that is to say, the name and address of the manufacturer was not required.

It was further provided that the official to issue such certificates in regard to British goods should be "the officer" styled in England "the Collector of Customs."

The Spanish Regulations in force before this, *viz.*, those of 1882, provided that the certificate might be issued by "the Mayor, the Chamber of Commerce, or the local authority," but required the official declaration of the manufacturer or producer that the goods are of his manufacture or production; which is equivalent to giving the name and address of the manufacturer or producer.

Thus the Regulations of 1886 were a mitigation of those of 1882, but stipulated for the issue of English certificates by the "Collector of Customs" only, to the exclusion, apparently, of other authorities.

In January 1893, however, new Regulations were issued in Spain as attached to the Tariff, stating categorically that the name and address of the manufacturer or producer must be given in the certificates, but that such certificates might be issued by the "Mayors, Chambers of Commerce and Navigation, Magistrates, Notaries Public, or Administrators of Customs."

This arrangement gave rise to a series of complaints from the mercantile community of this country, which were brought to the notice of the Spanish Government, and Sir G. Bonham obtained in writing from the Chief Customs Department at Madrid a memorandum to the following effect, *viz.*, that bearing in mind the difficulty of stating the house of the manufacturer, "the admission of the goods is permitted ("se tolerá") by the Customs officials if the exporter declares them to be of British origin, in accordance with the circular of this Department of the 28th August 1886," which was quoted at the end of the memorandum, and which, as shown above, specially mentioned the Collector of Customs as the British official to issue certificates of origin for English goods.

Inasmuch as this Customs memorandum did not expressly state that the officials mentioned in the Regulations of 1893 which were still in force could not issue certificates under this memorandum, as well as the Collector of Customs specially mentioned by the Royal Order of

1886, the trade in England no doubt believed that the certificates might be issued by Mayors, Chambers of Commerce, Magistartes, etc., and that certificates so issued need not contain the name and address of the manufacturer or producer. As a matter of fact, certificates not containing the name and address were thenceforward issued by Mayors, Chambers of Commerce, Magistrates, etc., in England, and were always accepted by the Spanish Customs officers from 1893 down to the middle of the present year—1895.

In July 1895, however, new Regulations were again issued in Spain, categorically requiring the name and address of the manufacturer or producer, and simultaneously English goods, accompanied by certificates not containing this indication, began to be stopped.

Complaint was made by Her Majesty's Ambassador who called attention to the Customs memorandum of 1893, and the Spanish Government consented to delay the operation of the new Regulations pending negotiations on the subject.

How these negotiations may result it would not be safe to predict. At present, the Spanish Government are firm in their resolve that only those English certificates which are issued by Collectors of Customs can omit the name and address of the manufacturer or producer, whilst those issued by Chambers of Commerce, Magistrates, etc., must contain this indication.

Her Majesty's Government regret this decision, but they do not see their way to further contesting it, for though a different course of procedure has in practice been followed for some years, the strict letter of the Regulations of 1893 appears to justify the contention set up by the Spanish Government.

13th November 1895.

From SIR G. F. BONHAM, Her Majesty's Charge d' Affaires at Madrid, to the SECRETARY of STATE for FOREIGN AFFAIRS.

I have the honor to transmit herewith copy and translation of a note which I have received from the Minister of State in reply to the representations which, by instructions from your Lordship, I have made in favour of permission being granted to the English Chambers of Commerce, and more especially that of London, to continue to use the form of certificate hitherto employed by them.

The note forwards a Royal Order issued by the Minister of Finance, of which I have had the honor to forward a summary by telegraph.

[TRANSLATION.]

12th November 1895.

From the DUKE OF TETUAN, Minister of Spain, to HER MAJESTY'S CHARGE D' AFFAIRES at Madrid.

With reference to your Excellency's notes requesting that certificates of origin issued by English Chambers of Commerce be admitted, I have the honor to transmit to you the annexed copy, and forms of certificates of origin, of the Royal Order of the Ministry of Finance, dated the 8th instant, from which your Excellency will perceive what has been granted by that Department with reference to certificates of origin, and the good dispositions which animate Her Majesty's Government in its commercial relations with Great Britain.

[TRANSLATION.]

8th November 1895.

ROYAL ORDER of THE MINISTRY of FINANCE, SPAIN.

In view of the Royal Order, transmitted by your Ministry, of the 30th October last, forwarding copy of a despatch, dated the 25th of the same month, from the Marquess of Salisbury to Sir George Bonham, in which it is requested that certificates of origin in their present form be admitted by the Spanish Government until the negotiations are concluded, and that the guarantee offered by the London Chamber of Commerce with relation to the same be deemed sufficient for those issued by it, inasmuch as it is authorized to receive declarations in judicial form, which is the same as the administration of an oath :

In view of the Royal Order, communicated the 30th of the aforesaid month by the Under-Secretary of the Ministry of State, transmitting a note, dated the 25th, addressed to your Excellency by Her Britannic Majesty's Charge d' Affaires, requesting that for the importation of English goods into Spain the form of certificates in harmony with the Memorandum of 1893, which the Charge d' Affaires supposes to be intentionally rejected in some Custom Houses, be admissible until the conclusion of the above mentioned negotiations :

Considering that, according to section 5, letter (A), of Disposition 12 of the Customs Tariff in force, the certificate must necessarily consist of an official declaration made by the producer or manufacturer, or by

his authorized representative, before the local authority of the place of production or deposit in the country of origin, to the effect that the goods to which the certificate refers are of his manufacture or the produce of his industry, the name and address of the producers or manufacturers being required when the declaration is made by persons authorized by them for the purpose :

Considering that the Chambers of Commerce are limited in their power by said Disposition 12 to the receipt of the official declaration of the producer or manufacturer, or person authorized by the same, showing that the goods to which the certificate refers are of his manufacture or the produce of his industry :

Considering that, in view of the intention of the Spanish Government to manifest its constant good-will towards that of Great Britain, and to favour the legitimate interests of English commerce in so far as the proper protection of national commerce may allow under the legal provisions in force, a Royal Order was issued by the Ministry of Finance on the 2nd September 1896, granting the admission of English goods with certificates of origin issued by the official known there under the name of Collector of Customs, equivalent to our "Administrador de Aduanas," provided that the certificates issued by said functionary be *visé* by the Spanish Consulate :

Considering that the aforesaid provisions of Disposition 12 of the Customs Tariff in force, and of the Royal Order of the 2nd September 1896, constitute, with respect to certificates of origin for goods proceeding from England, the legal régime in force in Spain, the derogation of which cannot be inferred from mistakes made in its interpretation and application, in doubtful cases, by some Custom Houses whose conduct has rather afforded opportunity for confirming the régime in question by provoking decisions of the office of the Director General which have always been in conformity with said legal prescriptions :

Considering that the essential terms ("comunicaciones constitutives") of the Memorandum of 1893 do not, as regards certificates for English produce, imply any alteration whatsoever in the form harmonizing with Disposition 12 of the Customs Tariff and Royal Order of 1886, with which agree the copies of certificates annexed to the present Royal Order as visible examples of the legal and admissible form,

which examples correspond exactly with the respective original documents of a date subsequent to the year 1893 attached to their particular Records:

Considering that, as regards certificates issued by the English Custom Houses, the legal prescriptions defining the officially constituted position, the continuance of which is asked by the English Charge d' Affaires, are thus established, and that they preclude the grant to the London Chamber of Commerce of the power conceded as an exception to the above-mentioned Custom Houses, and that it only remains to avoid or correct any inconvenience which, owing to the involuntary error of any Spanish Custom House, may stand in the way of the exact observance of the régime in force, His Majesty the King, and, in his name, the Queen Regent, has been pleased to order—

(1) That the office of the Director General of Customs be reminded and enjoined, for the information of all the Custom Houses in the kingdom, to maintain the strictest observance of the above-mentioned legal provisions.

(2) That the same Department be recommended, with a view to giving proper effect to the law, to observe in every case, and especially where there is any doubt, an equitable discrimination which, without contravening the said precepts, and causing undue loss to the revenue of the Customs and improper injury to the national commerce, may facilitate the commercial relations of England and Spain, and may harmonize with the relations of mutual sympathy and respect existing between the two Governments.

NAVARRO REVERTER.

MADRID, 8*th November* 1895.

[TRANSLATION.]

BRADFORD CHAMBER OF COMMERCE, ENGLAND.

Certificate of Origin.

I, the undersigned, Official Secretary to the Bradford Chamber of Commerce, England, certify that Messrs. Daniel and Rudolf Delius, merchants and manufacturers of this town, have declared before me

that the goods contained in the package hereunder specified are of English manufacture and the produce of their industry :—

Marks.	Numbers.	Packages.	Gross weight.	Contents.

Shipped by the steamer of on bound for

DANIEL & RUDOLF DELIUS.

BRADFORD, *May* 16, 1894.

No. 435.

Signed and declared before me,

FRED. HOOPER,

Official Secretary of the Bradford Chamber of Commerce, England.

(Seal of the Chamber of Commerce.)

(Here is the Consular visa.)

True copy :

The Director-General of Customs,

ARRAZOLA.

(True copy.)

Declaration, 12073/94.

[TRANSLATION.]

LIVERPOOL CUSTOM HOUSE.

EVAN, LEIGH, and SON.

Certificate of Origin.

I, the undersigned, certify that the goods specified in this certificate have been entered at this Custom House for shipment by the steamer

Pinzon . . . . . master, for Barcelona, and the exporter has duly declared that they are of British origin or manufacture :—

Marks.	Number.	Kind of goods.	Gross weight, Kilogs.

Signature of the exporters,

EVAN, LEIGH, AND SON.

LIVERPOOL, *May* 16, 1894.

.....

Collector of Customs.

True copy : (Consular visa.)

The Director-General of Customs,

ARRAZOLA.

(Seal of the Director-General's Office.)

(True copy.)

Declaration. 12019/94.

22nd November 1895.

From SIR G. F. BONHAM, Her Majesty's Charge d' Affaires at Madrid to the SECRETARY of STATE for FOREIGN AFFAIRS.

With reference to my despatch of the 13th instant relating to certificates of origin, I have the honour to transmit herewith copies and translation of a Circular addressed to the various Custom Houses, stating the treatment to which English certificates of origin are to be subjected. The Circular, although dated the 12th instant, is only published in the " Eco de las Aduanas " of yesterday.

[TRANSLATION.]

Extract from "El Eco de las Aduanas," November 21st, 1895.

CIRCULAR REFERRING TO THE ADMISSION OF CERTIFICATES OF ORIGIN ISSUED IN ENGLAND, *November 12th*, 1895.

Owing to protests made to the Minister of Finance and to this Central Department, it has come to knowledge that some Custom Houses, not taking into account the provisions in force, have refused English certificates of origin issued by the "Collectors of Customs," because the said documents failed to give the name of the manufacturers of the goods mentioned therein, or because the person who made the declaration of origin was not duly authorized for the purpose by the manufacturers; and as this ruling is in opposition to the Royal Order of the 2nd September 1886, published in the "Boletin" of this Director General, whereby Administrators of British Custom Houses are authorized to issue certificates of origin, which order is still in force, as also the provisions of Disposition 12 of the Customs Tariff for countries mentioned in the Circular of the 22nd October last, this Department, by order of the Minister, enjoins you, until the diplomatic negotiations on the application of the Royal Order of the 6th July last, commenced by the Ministry of State, are concluded :—

(1) To observe most strictly the aforesaid Royal Order of the 2nd September 1886, and other provisions in force relating to English certificates of origin.

(2) To observe in every case, and especially where there is any doubt, an equitable discrimination which, without contravening the said precepts, and causing undue loss to the revenue of the Customs and improper injury to the national commerce, may facilitate commercial relations between Spain and Great Britain.

(3) And, following out the instructions of the Minister, to admit likewise certificates issued by English Chambers of Commerce, which have been refused owing to their not containing the names of the manufacturers, on condition that the "expediente" have been furnished by the date of this Royal Order; as also those which, under similar conditions, refer to goods ready for clearance at the date alluded to, provided that documents amending the deficiencies of the said certificates be furnished within a reasonable time by the interested parties, and that this exception shall not extend to subsequent cases.

You are requested to acknowledge receipt of the present Circular, and to be careful to comply with the same, and to transmit it to the subordinate officials in your province.

God protect, etc.

FEDERICO ARRAZOLA.

MADRID, *November* 12, 1895.

ORDERED, that copy be forwarded to the Foreign Department for publication in the Supplement to the "Gazette of India."

Ordered further, that copy be forwarded to the Chambers of Commerce, Madras, Bombay, Bengal, Karachi, and Rangoon.

Also to the Editor of the "Englishman," "Indian Daily News," "Statesman," "Bombay Gazette," "Times of India," "Rangoon Times," "Madras Times," and "Madras Mail."

J. E. O'CONOR, Asst. Secy. to the Govt. of India.

APPENDIX PP.

BILLS OF HEALTH.

No. 1037 OF 1896.

GENERAL DEPARTMENT,
BOMBAY CASTLE, *3rd March* 1896.

To the SECRETARY, to the CHAMBER of COMMERCE, Bombay.

SIR,—I am directed to forward herewith for the information of the Chamber of Commerce, Bombay, copy of a Resolution of Government No. 1036, dated 3rd instant, regarding Bills of Health taken by vessels bound for Madagascar.—I have, &c.,

J. DE C. ATKINS, Secretary to Government.

No. 1036.

GENERAL DEPARTMENT,
BOMBAY CASTLE, *3rd March* 1896.

Memorandum from the Revenue Department of the Secretariat, No. 1558, dated 19th February 1896—

Transferring, for disposal, the following Despatch No. 2, Revenue, dated 23rd January 1896, and enclosures, from the Secretary of State for India in Council :—

"I forward, for the information of your Excellency's Government, copy of a letter, with enclosures, from the Foreign Office, notifying that Bills of Health taken by vessels bound for Madagascar must be visé by French Consular authorities at their last ports of call."

Dated January 6th, 1896.

RESOLUTION.—The despatch from Her Majesty's Secretary of State for India should be published in the "Bombay Government Gazette" for general information.

2. Copies of the despatch should also be forwarded for information to the Health Officer of the Port of Bombay, the Commissioner of Customs, Salt, Opium and Abkari, the Commissioner in Sind, and the Political Resident, Aden, and the Chambers of Commerce, Bombay and Karachi.

J. DE C. ATKINS, Secretary to Government.

APPENDIX QQ.

KEROSINE OIL INSTALLATION AT MODY BAY.

BOMBAY CHAMBER OF COMMERCE, *9th January* 1896.

The SECRETARY, BOMBAY PORT TRUST.

SIR,—I am directed by the Committee of the Chamber of Commerce to ask you to be good enough to favour them with a copy of the plans of the Kerosine Oil Installation at Mody Bay. They would also be glad to know what precautions are being taken by the Trustees for ensuring the safety of shipping and property in the neighbourhood against the possibility of accident in event of fire breaking out in the depot.—I have, &c.,

JOHN MARSHALL, Secretary.

No. 760.

BOMBAY PORT TRUST,
BOMBAY, 14*th February* 1896.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter of 10th ultimo, I am directed to forward a copy of the plans of the Kerosine Bulk Oil Installation.

The precautions taken by the Trustees to ensure safety against fire are briefly as follows :—

In the first place, the oil is to be contained in tanks built of boiler plate. The Trustees have insisted on extra strength in these tanks, and the top of each tank is to be covered with water to a depth of 6 inches.

Secondly, the tanks are contained in a moat or reservoir which is of sufficient capacity to contain all the oil in the tanks should they all fail together, and thus prevent the oil from flowing away beyond the moat walls.

Thirdly, nothing except the tanks is permitted within the moat; all buildings are entirely outside it.

Fourthly, the premises generally are enclosed within a high masonry boundary wall and are open to the wharf on three sides and to vacant land on the fourth side, which land, however, is about to be leased to Messrs. Graham and Co. and will extend up to the strand road, making the fourth side open to a road.—I have, &c.,

W. N. SHILSTONE, Acting Secretary.

BOMBAY CHAMBER OF COMMERCE, *3rd March* 1896.

The SECRETARY, BOMBAY PORT TRUST.

SIR,—I am directed to acknowledge the receipt of your letter, No. 760, of the 14th instant (with plans) and to thank you for the information regarding the precautions taken by the Trustees in connection with the Kerosine Oil Installation at Mody Bay.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX RR.

PROPOSED ESTABLISHMENT OF A PASTEUR INSTITUTE IN INDIA.

No. 12.

SIMLA, 29*th August* 1896.

From the HONORARY SECRETARY, PASTEUR INSTITUTE of INDIA, to the SECRETARY, BOMBAY CHAMBER of COMMERCE, Bombay.

SIR,—I am directed by the Central Committee of the Pasteur Institute of India to forward the accompanying Report of the Proceedings of a Meeting held here on the 10th August 1896 to decide the question of the establishment in India of a Pasteur Institute for the investigation and combating of infectious diseases affecting the population of India, and for the solution of economical problems.

2. In the course of discussion it was considered that Lower Bengal and Assam are the localities in which the principal diseases of India are of most frequent occurrence, and that consequently the most suitable position for the Institute would be in Bengal. It being an essential condition that the Institute should be situated in the Himalayas, as near as possible to the centre of disease, Darjeeling suggested itself as the most convenient place for the selection of a site.

3. Recognizing the paramount interests which the Bombay Chamber of Commerce has in the welfare and health of the European and Native population employed in the various industries under its control and of the shipping population, and remembering the solicitude evinced by the Chamber for the preservation of their well-being, and further bearing in mind the important economical problems remaining for solution, the Committee feel assured that an application for assistance in promoting the objects of the Institute would meet with a ready response from the Bombay Chamber of Commerce.

4. I am accordingly to request the favour of the consideration by the Chamber of Commerce, of the questions dealt with in the accom-

panying documents, and with especial reference to Resolution II. to solicit early information as to the willingness of the Bombay Chamber of Commerce to afford pecuniary support to the Pasteur Institute, and the probable amount they would be prepared to subscribe, in the event of the Pasteur Institute being established in such a position as that indicated in para. 2 of this letter, which would secure to the interests under the protection of the Bombay Chamber of Commerce a full share of the advantages offered by the Institute.

5. I am to solicit the favour of as early a reply as may be compatible with the convenience of the Bombay Chamber of Commerce, as important questions remaining for decision are necessarily held in abeyance, pending the receipt, by the Central Committee, of the information now asked for, and it is considered of the highest importance that no avoidable delay should occur in placing the establishment on a working basis.—I have, &c.,

W. A. CRAWFORD ROE, Brigade.-Surgeon Lt.-Col.,
Hony. Secy., Central Committee, Pasteur Institute, India.

BOMBAY CHAMBER OF COMMERCE, *9th September* 1896.

The HONY. SECRETARY, PASTEUR INSTITUTE of INDIA, Simla.

SIR,—I have the honor to acknowledge the receipt of your letter No. 12 of 29th ultimo.

My Committee, while sympathising with the laudable efforts which are being made to establish a Pasteur Institute in this country, regret that the object is beyond the scope of this Chamber, and they are not therefore in a position to subscribe any portion of its funds towards it.

The subject, as you are doubtless aware, was discussed at a public meeting held in Bombay some little time back. A local Committee was then appointed, but the Chamber is not aware what was subsequently done.—I have, &c.,

A. F. BEAUFORT, Chairman.

APPENDIX SS.

CONGRESS OF CHAMBERS OF COMMERCE OF THE EMPIRE.

BOMBAY CHAMBER OF COMMERCE, 16*th April* 1896.

JAMES THORBURN, Esq.

M. R. WYER, Esq.

DEAR SIR,—I am directed by the Committee of the Chamber to ask if you will be so good as to permit them to nominate you, in conjunction with Mr. M. R. Wyer / James Thorburn as a delegate to the Congress of Chambers of Commerce of the Empire proposed to be held in London on 15th June next. If you are agreeable, they would thank you, to save time, to fill in the enclosed form and forward it to the Secretary of the London Chamber of Commerce, Botolph House, Eastcheap, London, E.C. The Chamber of Commerce do not at present desire to make any special representation at the Congress, but should they hereafter wish to do so they will communicate with you hereafter should you be good enough to accept the nomination.—I am, &c.,

JOHN MARSHALL, Secretary.

LONDON, 8*th May* 1896.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

DEAR SIR,—I have to thank you for your letter of the 16th ultimo. I will be pleased to represent your Chamber at the Congress, and I have, as suggested, filled up the form enclosed by you and sent it to the Secretary of the Chamber here.—I am, &c.,

JAMES THORBURN.

LONDON, *8th May* 1896.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—In reply to your favour of 16th ultimo, I shall be obliged by your informing the Committee of the Chamber that I am agreeable to their nominating me, in conjunction with Mr. James Thorburn, as a delegate to the Congress of Chambers of Commerce of the Empire proposed to be held in London on 15th June next, and I have filled in the form you sent me and forwarded it to the Secretary of the London Chamber of Commerce.—I am, &c.,

M. R. WYER.

BOMBAY CHAMBER OF COMMERCE, *16th April* 1896.

The SECRETARY, LONDON CHAMBER of COMMERCE, London.

DEAR SIR,—With reference to your printed circular dated 19th ultimo, I am directed by the Committee to inform you that the delegates they propose to nominate to represent the Bombay Chamber of Commerce at the forthcoming Congress of Chambers of Commerce of the Empire are:—

Mr. James Thorburn, of Messrs. Forbes, Forbes & Co., Ld., London.

Mr. M. R. Wyer, of Messrs. Wallace Bros., London.

They have addressed these gentlemen on the subject, and have asked them, in event of their consenting to act, to fill in the form received with your letter and forward it to you direct. At the same time they have communicated to them information on the subjects which the Committee would desire to have discussed on behalf of this Chamber.—I am, &c.,

JOHN MARSHALL, Secretary.

LONDON CHAMBER OF COMMERCE, *4th May* 1896.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—I beg to acknowledge receipt of yours of the 16th ultimo, kindly notifying the appointment of two delegates on behalf of your Chamber for the above Congress, and stating that information has been supplied to them on the subjects which your Committee would desire to have discussed.—Believe me, &c.,

KENRIC B. MURRAY, Secretary.

APPENDIX TT.

IMPERIAL INSTITUTE.

EXTRACT from the Proceedings of the Government of India, Department of Revenue and Agriculture, No. $\frac{38}{26\text{-}10}$ dated 27th December 1895.

PRACTICAL ARTS AND MUSEUMS.

READ—

Resolution of the Government of India in the Department of Revenue and Agriculture, No. 59—73-1 (M. & E), dated 3rd October 1893.

RESOLUTION.

Under existing arrangements the Provinces of India appoint five members, the Chambers of Commerce four members, and the Native States one member of the Governing Body of the Imperial Institute. In paragraph 6 of the Resolution referred to above a roster was published shewing up to the year 1895-96 the rotation in which Provinces and Chambers of Commerce would elect representatives to serve on the Indian Section of that Body; and it has hitherto been the practice to address Provincial Governments and Chambers of Commerce annually in regard to their nominations.

2. The Government of India now desire to make the arrangements for the nomination of Governors as far as possible automatic, and this end will be secured, so far as Provincial Governments are concerned, by the roster given below, according to which each province will be represented during each term of eight years for 1, 0, 2, 0, 2, 0 years:—

Assam. Madras. Punjab. Bengal. Bombay.	N.-W. P. Burma. C. P. Assam. Madras.	Punjab. Bengal. Bombay. N.-W. P. Burma.	C. P. Assam. Madras. Punjab. Bengal.	Bombay. N.-W. P. Burma. C. P. Assam.	Madras. Punjab. Bengal. Bombay. N.-W. P.	Burma. C. P. Assam. Madras. Punjab.	Bengal. Bombay. N.W. P. Burma. C. P.
1896	1897	1898	1899	1900	1901	1902	1903
1904	1905	1906	1907	1908	1909	1910	1911
etc.	etc.	etc.	etc.	etc.	etc.	etc.	etc.

The representation of the Chambers of Commerce is similarly provided for in the following roster, under which, in each term of three years, each Chamber will be represented for 2, 0 years :—

Madras.	Calcutta.	Karachi.
Rangoon.	Bombay.	Northern India.
Karachi.	Madras.	Calcutta.
Northern India.	Rangoon.	Bombay.
1896	1897	1898
1899	1900	1901
etc.	etc.	etc.

In future Provincial Governments and Chambers of Commerce should select their representatives in accordance with the above rosters without awaiting any communication from the Government of India.

3. Their nominations should be forwarded so as to reach that Government by the 1st June. If they are not received by that date the nomination may very probably be lost, as the Executive of the Institute has the power of filling up vacancies to which no nominations have been made. The representatives selected must be resident in England during their intended term of office, which will ordinarily be two years commencing from the 23rd July, and should never be less than one year unless under very special circumstances. Their willingness to serve should, if possible, be ascertained beforehand and communicated together with the nomination, but if this has not been done, it would be well to nominate two persons in the alternative, so that if the first declines to serve, the second may be asked to do so.

4. The Foreign Department will arrange for the annual selection of a representative for Native States.

ORDER.—Ordered, that copies of the above Resolution be forwarded to the several Local Governments and Administrations for information and guidance and to the Chambers of Commerce noted in the margin.

Secretary, Chamber of Commerce, Madras, Bombay, Bengal, Upper India, Karachi, Rangoon.

(True extract.)

DENZIL IBBETSON, Offg. Secy. to the Govt. of India.

BOMBAY CHAMBER OF COMMERCE, *28th February* 1896.

SIR F. FORBES ADAM, K.C.I.E., Manchester.

DEAR SIR,—I am directed by the Committee of the Chamber to wait upon you with the accompanying copy of a Notification received from the Government of India, in accordance with which they have decided—subject to your approval—to submit your name again for nomination to the Indian Section of the Council of the Imperial Institute.

As the nomination is required to be forwarded so as to reach Government by the 1st June, the Committee will thank you to kindly inform them, as early as possible, whether you are willing to again represent the Bombay Chamber of Commerce on the Council.—I am, &c.,

JOHN MARSHALL, Secretary.

MANCHESTER, *18th March* 1896.

JOHN MARSHALL, Esq., Secretary, Chamber of Commerce, Bombay.

DEAR SIR,—I have to acknowledge yours of 28th ultimo informing me that it is the desire of the Committee of the Chamber that I should continue to be their representative on the Council of the Imperial Institute. I have pleasure in acceding to their wishes. For the information of the Committee I may, however, state that for some time past that office has been practically a sinecure. But should the Committee at any time find that I can be of real and actual service to them in this country, they may rely on the most hearty and grateful effort.—I am, &c.,

F. FORBES ADAM.

BOMBAY CHAMBER OF COMMERCE, *16th April* 1896.

The SECRETARY to the GOVERNMENT of INDIA, Department of Revenue and Agriculture, Simla.

SIR,—With reference to the Resolution of the Government of India No. $\frac{38}{26\text{-}10}$ of the 27th December 1895, I am directed to inform you that the Committee of the Bombay

Chamber of Commerce have much pleasure in again nominating Sir Frank Forbes Adam, C. I. E., of Messrs. Graham & Co., Manchester, as the representative of the Chamber on the Indian Section of the Governing Body of the Imperial Institute. I am to add that Sir Frank has expressed his willingness to continue as the Chamber's representative in the Council if re-elected.—I have, &c.,

JOHN MARSHALL, Secretary.

No. $\frac{1165}{2\text{-}19}$

DEPARTMENT OF REVENUE AND AGRICULTURE.

SIMLA, *7th May* 1896.

From F. G. SLY, Esq., C.S., Under-Secretary to the Government of India, to the SECRETARY, BOMBAY CHAMBER of COMMERCE, Bombay.

SIR,—With reference to your letter, dated 16th ultimo, I am directed to explain, in case there may have been a misapprehension of the roster prescribed in this Department's Resolution No. $\frac{38}{26\text{-}10}$, dated 27th December 1895, that the years there given are the years in which the election will take place. Thus the representation of the Chamber on the Governing Body of the Imperial Institute will cease from July 1896, and will again commence from 1897 and last until 1899.—I have, &c.,

F. G. SLY, Under-Secretary.

BOMBAY CHAMBER OF COMMERCE, *14th May* 1896.

SIR F. FORBES ADAM, K.C.I.E., Manchester.

DEAR SIR,—In continuation of my letter of 28th February, and in acknowledgment of yours of 18th March, I am directed to explain that the years mentioned in the Resolution of the Government of India, dated 27th December, 1895 (a copy of which was forwarded to you), are the years

in which the election will take place. Thus the representation of the Bombay Chamber of Commerce on the Governing Body of the Imperial Institute will cease from July 1896, and again commence from 1897 and last until 1899.—I am, &c.,

JOHN MARSHALL, Secretary.

BOMBAY CHAMBER OF COMMERCE, 14*th May* 1896.

The SECRETARY to the GOVERNMENT of INDIA, Department of Revenue and Agriculture, Simla.

SIR,—I am directed to acknowledge the receipt of your letter No. $\frac{1165}{2\text{-}19}$ of the 7th instant, and to thank you for the explanation you have been good enough to give regarding the roster prescribed in the Resolution of 27th December 1895 as to the representation of the Chamber on the Governing Body of the Imperial Institute.—I have, &c.,

JOHN MARSHALL, Secretary.

APPENDIX UU.

THE BUBONIC PLAGUE IN BOMBAY.

No. 4652 of 1896.

GENERAL DEPARTMENT,
BOMBAY CASTLE, 20*th October* 1896.

To the SECRETARY, CHAMBER of COMMERCE, Bombay.

SIR,—In forwarding herewith copy of a letter received from the Surgeon-General with the Government of Bombay, I am directed by His Excellency the Governor in Council to ask that such assistance as is possible may be afforded by the Chamber of Commerce to the Scientific Committee appointed by Government to enquire into the nature and history of Bubonic Plague in Bombay. Surgeon-Major R. Manser, M. D., is president of the Committee.—I have, &c.,

ALEX KING, for Secretary to Government.

No. 8109 of 1896.

OFFICE OF THE SURGEON-GENERAL WITH
THE GOVERNMENT OF BOMBAY,
TOWN HALL,
BOMBAY, 16*th October* 1896.

From the SURGEON GENERAL with the GOVERNMENT of BOMBAY, to the SECRETARY to GOVERNMENT, General Department.

SIR,—I have the honor to request that in view of the wide interests both commercial and otherwise, involved in the investigation of the Bubonic Plague now proceeding, Government will be pleased to ask such bodies as the Bombay Municipal Corporation, the Bombay Port Trust and the Bombay Chamber of Commerce to give the Scientific Committee every assistance in their power.—I have, &c.,

HENRY COOK, M.D., Surgeon-Major General,
Surgeon-General with the Government of Bombay.

BOMBAY CHAMBER OF COMMERCE, 21*st October* 1896.

The SECRETARY to GOVERNMENT, General Department, Bombay.

SIR,—I have the honour to acknowledge the receipt of your letter No. 4652 of the 20th instant, with its accompaniment, and in reply to say that the Committee of the Bombay Chamber of Commerce will be happy to render any assistance which lies in their power to the Scientific Committee appointed by Government to enquire into the nature and history of the Bubonic Plague in Bombay.—I have, &c.,

A. F. BEAUFORT, Chairman.

CHAIRMEN AND SECRETARIES OF THE BOMBAY CHAMBER OF COMMERCE.

Chairmen.

J. Skinner	1836-37	A. C. Gumpert	1864-65
M. T. Brownrigg	1837-38	Alexander Stewart	
H. G. Gordon	1838-39	A. J. Hunter	1865-66
J. Skinner	1839-40	W. Christain	1866-67
T. R. Richmond	1840-41	A. J. Hunter	
C. B. Skinner	1841-42	Alexander Brown	
S. D. Murray	1842-43	J. Foggo	1867-68
J. Wright	1843-44	Hamilton Maxwell	1868-69
E. Lyon		H. E. Astley	1869-70
T. Cardwell	1844-45	D. Graham	
J. Smith	1845-46	A. D. Grant	1870-71
W. Graham	1846-47	W. G. Hall	1871-72
John Parsons	1847-48	J. K. Bythell	1872-73
A. G. Latham	1848-49	H. E. Bright	1873-74
Robert Strong	1849-50	E. Lord	
W. S. Grey	1850-51	D. Watson	1874-75
John Parsons	1851-52	J. A. Forbes	1875-76
A. H. Campbell	1852-53	G. F. Henry	1876-77
H. B. Gilmour	1853-54	Donald Graham	
James Graham	1854-55	Walter Lang	1877-78
W. F. Hunter	1855-56	M. Mowat	1878-79
A. T. Binny	1856-57	C. Macdonald	1879-80
H. B. Gilmour		J. N. Graham	1880-81
John Fleming	1857-58	E. Comber	1881-82
Robert Ryrie	1858-59	W. M. Macaulay	
H. D. Cartwright	1859-60	James Thorburn	1882-83
Henry Scott		Sir F. Forbes Adam, Kt., C.I.E., 1883-84, 1884-85, 1886, 1887, 1888, 1889.	
Andrew Grant	1860-61		
George Hamilton			
George Lord		A. F. Beaufort	1890
James N. Fleming	1861-62	L. R. W. Forrest	1890-92
Michael H. Scott		J. L. Symons	1892
Robert Hannay	1862-63	R. S. Campbell	1893
Alexander Brown		W. R. Macdonell	1893, 1894, 1895
Andrew Grant	1863-64	A. F. Beaufort	1896

The Hon'ble Mr. A. Abercrombie...1897.

Secretaries.

R. X. Murphy	1836-38	J. A. Crowe (Acting)	1858-59
J. E. Brenan	1838	H. Brooke	1859-64
R. X. Murphy	1838-41	James Taylor	1864-73
T. J. A. Scott	1841-46	John Gordon	1873-84
John Connon	1846-57	David Watson (Acting)	1881-82
John Mawson	1857-59		

JOHN MARSHALL, appointed 1885.

ANNUAL GENERAL MEETING.

PROCEEDINGS of the annual general meeting of the members of the Bombay Chamber of Commerce, held on Wednesday, 3rd February 1897, to transact the following business :—

(1) To receive the Report of the out-going Committee.

(2) To confirm the nomination of the members of the new Committee made in accordance with Section 12 of Rule VII.

(3) That under Rule V the subscription by members for copies of all the publications published by the Chamber shall be increased from Rs. 15 to Rs. 20 per mensem, by the subtitution of Rs. 20 for Rs. 15 in the last line of the rule; and to transact any other business that may be brought forward.

Present :

The Hon. Mr. A. F. BEAUFORT, *Chairman in the Chair.*

A. Abercrombie, Esq.,
F. N. Graham, Esq.,
S. L. Wyatt, Esq.,
George Cotton, Esq.,
C. H. Armstrong, Esq.,
C. H. B. Forbes, Esq.,
I. M. Shields, Esq.,
C. Barboro, Esq.,
B. H. J. Rustomjee, Esq.,
C. H. J. Rustomjee. Esq.,
E. Scarpa, Esq.,
T. Sharples, Esq.,
J. Tintner, Esq.,
A. Francke, Esq.,
S. A. Nichols, Esq.,
D. H. Glade, Esq.,
C. G. Giro, Esq.,
H. F. Wagstaff, Esq.
S. Comfort, Esq.,
A. Mair, Esq.,
R. H. Macaulay, Esq.,
G. Prier de Saone, Esq.,
P. B. Savile, Esq.,
S. M. Moses, Esq.,
S. E. Shellim, Esq.,
G. W. Roughton, Esq.
J. Humphrey, Esq.,
John M. Heyn, Esq.,
F. A. Reddie, Esq.,
H. E. E. Proctor, Esq.,
A. F. Simpson, Esq.,
J. L. Symons, Esq.,
J. Fairclough, Esq.,
Vizbhucandas Atmaram, Esq.,
E. F. Allum, Esq.,
William Greaves, Esq.,
C. Douglas, Esq.,
Leighton B. Ker, Esq.,
G. H. Townsend, Esq.,
F. W. Flower, Esq.,
G. McLaren, Esq.,
E. Schoen, Esq.,
A. B. Earle, Esq.,
C. H. S. Boggs, Esq., and
JOHN MARSHALL, Esq., Secretary.

The Secretary having read the notice convening the meeting,

The Chairman said :—Gentlemen,—Before I move the adoption of the report which has been in your hands for a few days—I wish it had been possible for a longer period—I will briefly touch upon the more important subjects which have engaged the attention of your Committee during the past twelve months. Each has been clearly and exhaustively reviewed with his accustomed ability by our Secretary, and I shall endeavour therefore to condense my remarks as much as possible.

RAILWAY EXTENSION.

The importance of railway extension is admitted on all hands. We have watched the increasing interest taken not only by the Government of India, but also by the Viceroy himself in this direction. Lord Elgin, by appointing the Committee, which a few months ago met to discuss the various projects before the Supreme Government, only followed precedent, but in deciding to preside over its deliberations he went further than is usual, and thereby emphasised his opinion of the importance of the subject. There are still enormous tracts of this country, the produce of which can only be conveyed to markets under great difficulties, expense and delay ; but each year sees the line drawn closer. The process is slow, exceedingly slow in the opinion of many of us, but the financial position of the Government of India of late years has naturally acted as a drag. Forty years ago at the close of 1855-56, there were open for traffic but 273 miles of railway in this country. Ten years later 3,569, in the succeeding decades the aggregate rose to 6,833, 12,376 and on 31st March last to 19,678 miles, a total addition in forty years of 19,405 miles, which looks satisfactory till you consider this means but 485 miles per annum. The direct net result financially to the Government of India, if the capital cost is taken into consideration, is, I am aware, not entirely favourable, because a considerable mileage was undertaken for strategic, rather than for trade requirements, but the indirect results are incalculable and every mile of increase, now undertaken, is adding not only to the indirect, but also to the direct advantage of the country. This Chamber has ever been ready to assist, as far as it lies in its power, the prosecution of any schemes which promised to develop the resources of the country, cheapen the means of transit, and bring production more directly to the consumer. It has been especially anxious to encourage the construction, when possible, of lines with a rupee capital, and it is very gratifying to have seen the first sod turned of two such undertakings in little over twelve months at the instance of one of its own members, a former Chairman,

in the person of Mr. Forrest. Though he has recently left India, I feel sure his interest in this direction remains, for his firm has quite recently asked for the Chamber's support of a project further north, which we have left for the new Committee to deal with. The importance of the continuation of the broad guage line from Rutlam across Rajputana, via Bara and Muttra, to join the same system in Northern India, is one of the most important undertakings which we have backed up in the past year. It is certain, I feel confident, to have received the support of the Government of India in its despatch to the Secretary of State, and I trust orders will soon be received for its commencement. The other lines mentioned in the Report we also attach much value to, as the papers, when they appear in the Appendix, will show.

RAILWAY RATES.

As you will have seen from time to time in the local press, to whom I would here take the opportunity of expressing our warmest thanks for the liberal manner in which they let us fill a great deal of valuable space with our correspondence, and thereby enable us to supply you and the public generally with early information of what we are doing. We have once again had some severe skirmishing with the Railway Companies which has resulted in our appealing to the Government of India to take action against the East India Railway under Section 43 of the Indian Railways Act, for their practical boycotting of Bombay in the N.-W. Provinces, by the rates charged there for the conveyance of produce from their line on to the connecting systems communicating with Bombay. The defence of the B. B. and C. I. Railway appears to us very weak and practically amounts to this, that because the East India can secure fuel cheaper than it can, it is impossible to compete with it and the B. B. and C. I. and Rajputana-Malwa must be thankful to pick up such crumbs as it can from the Lazarus of the Eurasian concern. We await the reply of the Government of India to our letter of remonstrance with much interest.

THE DAILY INTER-PRESIDENCY MAIL TRAINS.

The acceleration of the daily mail trains to and from Calcutta and Madras has again been under discussion, the subject having been broached by the Consulting Engineer for Railways to this Government in a communication to us. We were unable to agree with Colonel Selby, that as long as a mail train was accelerated, it was not a matter of material importance at what hour it reached its terminus. At present, the mail from Calcutta, it is admitted, drags out the best

portions of the last night by unnecessary stoppages and curtailment of speed, so as not to arrive before daylight, and the Consulting Engineer is laudably anxious to remedy matters by acceleration. But to do this it appeared to us it did not require a very alarming rate of speed to be maintained to bring the Calcutta mail train into Bombay the evening before the present morning arrival, while acceleration might be equally secured for the Madras mail by a later departure from that city. We agreed in the importance of despatching the daily mails in the evening after 9 p.m., but we could not see why passengers arriving at the presidency cities should be inconvenienced by an arrival, such, for example, as 1 a.m., the privilege of remaining in their carriages in say even our palatial Victoria Terminus being a concession which few travellers would appreciate, and which, I am confident, would give rise to very great dissatisfaction. Since the Report was issued we have been invited to send a representative to a conference which is to be shortly held to discuss this subject. I am glad to see the proposal to send a second mail by the Bengal-Nagpur line is to be brought forward. As we pointed out at the time, a break on the usual mail route by the East India Railway, which necessitated the letters coming by the Bengal-Nagpur line resulted in an arrival at Bombay no less than eight hours quicker than before or since. We have to thank the usual obstructive policy of the East India Railway for the continuance of this scandal, a scandal which I should have thought the Government of India would have put a stop to without a day's delay, but which, apart from the present proposals, would only have ceased the day the first Bengal-Nagpur train ran direct into Calcutta.

THE MAIL CONTRACT WITH EUROPE.

In April last we addressed the local Post Master General on this subject, and he replied expressing a hope that he would be able to place the papers before us in July. Meanwhile tenders had been called for at home, without the Chambers in this country being given an opportunity of expressing their views. In July, we again addressed the Post Master General, and in doing so took the opportunity of giving him our ideas as to what the requirements of the contract should embrace. We advocated a 15 knot speed for the first five years and 16½ in the last five, and also stated the most convenient days and hours for arrival at and despatch from Bombay. But the Director General remains mute, for no papers have yet reached us, and we are but little wiser now than we were a year ago. The inference is obvious. If rumour be correct, but two firms of ship owners have tendered besides

the present contractors, neither of whom possess a boat, much less a fleet, capable of carrying out even the existing contract. They offer, so I am told, to provide despatch boats of about 1,200 tons each to run at some 14 knots which, rumour again says, is the maximum the Government of India is prepared to pay for. Why should they be satisfied with such a wretched speed? Because they know that the present contractors if paid for say only a 14 knots contract—the present one is for but 12½ knots—will for the requirements of their passenger traffic, be compelled to run over this speed, the slowest boats likely to be utilised for the new contract, from February 1898, being able to run easily, as at present at 15 knots, and over, while the Company will possess by then eleven vessels, the economical speed of the majority of which is not less than 16½ to 17 knots. With these facts before us, I think it must be agreed that our demands were fair and reasonable. The P. and O. Company possibly does not thank us for our intervention, but we have to look to the public requirements. At the same time it must be obvious to any one who has looked into the matter, that there is no real competition for this contract. If either of the reported two tenderers, other than the P. and O., were given the contract, what would be the result? Letters and passengers by the premier Shipping Company of the World would be delivered, *via* say Marseilles, probably a couple of days before the mails, in the despatch boats via Brindisi, reached London. Would such a state of affairs be tolerated for a month? On the other hand, I have frequently heard and read in the papers of demands being made for even faster boats, vessels capable of maintaining a speed of 17 knots and over. A reference to Lloyds Register shows how many ocean-going craft exist able to *maintain* on long voyages such a mean speed. Not a single one of them travels Eastwards, while the number able to do so and actually steaming faster, all in the Atlantic trade between Europe and America, are equal in number to the fingers on both hands.

LANDING OF PASSENGERS FROM THE MAIL STEAMERS.

As has been the case each year, on the arrival of the largest of the P. and O. steamers, with from 400 to 500 passengers on board, considerable confusion has existed on the Bunder, with the result that animated correspondence has appeared in the columns of the daily press condemning the arrangements and all concerned. As the creation of the Ballard Pier was, to some extent, due to the protests lodged by this Chamber on more than one occasion, regarding the want of a more convenient landing stage especially in the monsoon,

than afforded by the Apollo Bunder, we again addressed both the Port Trust and the P. and O. Company after the arrival of the s.s. India last October, and pointed out which, in our opinion, were the weak points in the arrangements. The matter is still under the consideration of the Collector of Customs and P. and O. Superintendent. The former suggested, and is now carrying out, a plan for collecting the customs dues on board, an arrangement which is working fairly well at present, because the arrival season is practically over and the number of passengers coming in is exceedingly small. But that it will be feasible next October to January, I do not for a moment believe, when vessels of the size of the India and Caledonia, with a full load of passengers, arrive. There will then not be room on board nor time for the Customs declarations to be examined and duty collected in a reasonable time. We are of opinion that in the first place the P. & O. Superintendent should take steps, with Police assistance if necessary, to prevent other than recognised Agents boarding their vessels: that the baggage should be landed and sorted at the Ballard Pier in more space than at present, before its owners follow in the Company's launches. With the crush of 400 to 500 passengers, which must be expected now at the beginning of each season in vessels of the size of the India and Caledonia it is clear to us that unless the Ballard Pier is extended the confusion which annually arises cannot be obviated. This must be done and as I mentioned, when the Pier was building, should have been done, when it was ascertained that the extra cost of doubling its width would not then exceed, if I recollect aright, Rs. 65,000. But, gentlemen, as one of the representatives of this Chamber on the Board of the Trust, I am bound to point out an important factor for your consideration. The complaints which have been made have been mainly directed against the Port Trust, a body which is in the happy position of having to pay the piper without the privilege of calling for the time. Now what has it done to meet the difficulty? It has so far spent over four lakhs of rupees in building and fitting out the Pier and dredging round it, for which not an anna of return in the shape of revenue has been received. The Trust has no control over the landing arrangements in any shape or form, and it is only right, therefore, that the public should know who are the responsible persons or concerns. The revenue received goes entirely to the Customs, and personally I am of opinion, that if the entire arrangements for landing and collecting the customs duties were left in the hands of the P. and O. and Port Trust officials and the Trust remunerated, as it is by the Municipality for collecting the Octroi, the existing difficulties would be

surmounted and the proceedings conducted in a reasonable and in as expeditious a manner as it is possible when 400 to 500 passengers and their baggage have to be landed.

ESTABLISHMENT OF A GENERAL LIST OF COMMERCIAL CAUSES IN THE HIGH COURT.

In regard to the establishment of a general list of commercial causes in the High Court, you will see we have been in communication with the Chief Justice and Judges, and I trust before long we may secure what we propose. I will only add that, as stated in the report, the majority of mercantile men prefer a reasonable compromise, even when the final result of a suit is a practical certainty, to the delays and expense of litigation due to the present procedure of the Supreme Court.

BILLS OF SALE ACT.

The introduction of a measure in the Imperial Legislative Council, just before the close of the year, entitled a Bills of Sale Act, we have appointed a special Committee, under your new Chairman, to consider, and I shall not, therefore, comment upon it.

THE MERCHANDISE MARKS ACT.

This has not worked quite so smoothly as in recent years, due, the officials state, to the closer supervision possible with a larger staff employed since the imposition of the import duties. As one who strongly advocated the introduction of the measure and the benefit derived from which has been very far reaching, I am loath to complain of its handling in Bombay. The strict observance of the letter of the law is doubtless necessary, but if the spirit of it is not evaded, I have failed to see in several instances brought to my notice, where any real objection lies. Cases have occurred in which importers have been compelled to incur heavy charges for telegraphing to foreign countries to mark certain goods previously purchased in accordance with the views of the local Custom House, only to find a few months afterwards that the Government of India, on reference from the Collector of another port, has ruled that the orders imposed in Bombay were unnecessary.

REGISTRATION OF TRADE MARKS.

The failure of an attempt of this character at the Custom House in Calcutta, has only served to confirm the opinion of a leading Bombay counsel to this Chamber in 1881 of the inutility of such a measure in India. Proof of prior usage is all we require. The importance of

a Court for the trial of commercial cases in this country is frequently shown by the apparent impossibility of getting Judges to view the infringement of trade marks in the way mercantile men do. The fraudulent imitator under the circumstances, declines to refer the trade mark in dispute to the opinion of a commercial body, knowing that his chances of continued profit by its use are fairly good in the one case, as against absolute prohibition in the other.

OFFICIAL TELEGRAPH VOCABULARY.

The objection to the compulsory use of an Official Telegraph Vocabulary is universal, but though the proposal has been postponed, it is said indefinitely, it is evidently only held in abeyance till a new edition has been compiled, the crude character of the first one having been universally condemned. The object in view is no doubt laudable, and if successful, will meet with ready sale, provided it is an improvement on the work of men like Whitelaw, Agar, and others. But to secure this result, we had to remind the Director-General of Telegraphs, we could be no party to the official utilisation of copyright vocabularies, devised by men who had made codification, a life-long study and for whose labour we had *paid*, many of us, large sums of money. Doubtless this view of the matter did not strike the Director-General, or I feel sure he would never have made the suggestion.

TELEGRAPH CHARGES.

Our continued efforts to secure reductions in telegraph charges have met with partial success, and it should urge us to keep on worrying till we secure a reasonable scale all round. The rise in exchange has also assisted in the same direction, for it must be borne in mind that the scale of charges is on a gold basis. To Singapore *via* Madras, the rate per word has been reduced from Rs. 2-10 to Rs. 1-15, to Java from Rs. 2-13 to Rs. 1-13, to Sumatra from Rs. 3-7 to Rs. 2-6, to Hongkong from Rs. 4-0 to Rs. 1-15, and to Shanghai from Rs. 5-5 to Rs. 1-15, but the concession, for some unknown reasons applicable to Japan and the Phillipine Islands, has been held in abeyance and we still have to disburse Rs. 7-1 per word to the former and Rs. 5-5 to the latter. That we should continue to have to pay Rs. 3-4 to Europe is merely an indication of the limit of extortion we have to submit to from the Cable Companies.

THE PORT TRUST.

Under the existing exceptional circumstances, you will not be surprised to learn that the revenue returns, compared with the

corresponding period last year, show a falling off. The deficit is, however, at present surprisingly small. Nevertheless the year's returns must, I fear, show a decrease, both on last year and the Budget. Since the Trust was formed in June, 1873, its capital debt has risen from 211¼ lakhs to nearly 507 lakhs, the annual interest on which has increased from 6½ to 21½ lakhs. In the same period the revenue has risen from 8½ to over 49 lakhs, and the expenditure, other than for interest, from 3½ to 27 lakhs. The aggregate surplus in the three and twenty years was 38½ lakhs or Rs. 1,67,000 per annum, a record of remarkable progress. The Trust has been very fortunate in its successive Chairmen, and in none more so than in Mr. Hughes, the present incumbent, while I am sure I am only echoing the general opinion when I say it would be difficult to secure the co-operation of better, more active or more courteous officers than the heads of the various departments with whom we are constantly in contact. In theory, the Trust exists for the advantage and assistance of trade, and that theory is carried out I know to the letter. In the eighties the Trust each year secured a large surplus and the efforts of our representatives resulted in a very marked reduction in the rates charged. In the present decade it has not been so fortunate, the net balance of the past seven years being somewhat adverse. There is a reserve fund, however, of 13¾ lakhs, at the par value of the securities, while the opinion of the public as to the stability of the Trust is shown by the trustees having been able last year to float a 3½ per cent. loan at an average rate of 104·4. As an instance of the tact displayed in handling a difficult matter, I could instance a recent incident. On the outbreak of the plague, the labour contractors appealed for assistance to the Chairman to check a probable exodus of the men. They stated that if a Port Trust Hospital was started, to which the sick employés would be sent, they would remain. Their wishes were met by the Board, a building was promptly run up on their Santa Cruz property, and the labourers have held to their bargain. Not a single death has occurred among them from the plague, pretty conclusive evidence that the disease does not at all events lurk in our exportable produce. You will doubtless recollect the scheme which was placed before you in 1895 regarding a Port Trust railway. The practical point of the criticism which the scheme met with from us was that the storage space proposed to be provided at Mazagon was inadequate and should at least be doubled. A complete revision of this portion of the plans has fully met the objection. The scheme, thus revised, was referred last June or July for reconsideration at the hands of the Railway Companies, with proposals for working

the line. I am glad to say that the B. B. & C. I. Railway takes a favourable view of the scheme, and is prepared to co-operate with the Trustees in carrying it out. The G. I. P. Railway, on the other hand, in a reply just received, are not so favorably disposed, and are inclined to take the same view as the minority of our members, and I fear the company will not be convinced until the futility of the alternatives they have suggested is demonstrated. A little give-and-take on both sides should, however, get over the objections, and I hope before long matters may be arranged satisfactorily. The Trustees are to a man convinced of the necessity of the scheme being carried out as speedily as possible, and it is as well that this Chamber should carefully reconsider the project when the time arrives. We must look ahead and be prepared for contingencies which eighteen months ago we did not dream of. The cleaning of grain in Mandvie, an admitted nuisance, has been the source of frequent and growing complaints by the increasing population, and the time is not far distant, if indeed it has not yet arrived, when the Municipality may justly ask, and the authorities insist upon, the nuisance being removed. I would earnestly beg the few members who disapproved of the original scheme to reconsider the matter by the light of recent experience, so that your representatives may press forward the views of an undivided Chamber in this very important matter.

CROP REPORTS.

Thanks to the energy and systematic way in which he has proceeded, we can congratulate Mr. O'Conor, the Director-General of Statistics, on the great improvement in the crop reports since he was appointed to the post he now holds. But he is powerless to tabulate, if the Agricultural Departments of the various provinces are unable to provide reliable data. Bombay under Mr. Ozanne, has gone ahead of all others in being able to secure fairly reliable returns of area and yield in the Native States under this Government, and I fail to see why the Directors in other British Provinces under similar conditions are not equally in a position to give us returns of real value. Take cotton for instance. The final return of the yield of the last crop, being a summary of the provincial ones, was estimated by the Government of India at 2,300,000 bales as compared with 2,069,000 bales in the previous season, and an average yield of about 2,250,000 bales. An analysis of these reports has been a hobby of mine ever since they began to be issued, and I have endeavoured, from time to time, to secure information from local sources, official and commercial, to account for the considerable

excess of cotton which annually come into sight above the Government returns. The worst compiled and most unreliable estimates are those of the Madras Presidency, where not only is no attempt made to ascertain the area under cultivation and the probable yield in the Zemindaries, but the outturn in British territory is absurdly underestimated. I was glad to notice that the Madras Chamber had taken up the matter, and I hope they will not rest contented till they secure an improvement. The estimates of acreage and yield in the Nizam's territory apparently only attempt to account for the State lands, those of the Jageers, a large area, being omitted. But a fraction of the entire outturn is accounted for officially. The returns from the Native States in Rajputana and Central India are, I am inclined to think, rather more reliable, though here again the yield is, as a rule, underestimated. But this is a prevailing error in practically every province, so much so that less than two-thirds of the crop is usually accounted for. With the approval of the Committee I have altered in our present report the form in which reference is made to our leading product, and I trust it will prove useful. On the returns of the *calendar* year I place no value, but they have been added to the ones for each season merely to show the annual supply. Of the correctness of the returns compiled by the Chamber, both of receipts and clearances, there can be no doubt, and I am equally satisfied that those issued annually by the Millowners' Association are as correct as it is possible to have them. I think a comparison of the tables at pages 69 and 70 will confirm this view. I have placed the last Indian crop at 3,270,000 bales, nearly a million bales in excess of the official estimate, because we know that 1,104,000 bales were exported to Europe, and 344,000 to Japan, China, and other Eastern foreign ports, a total of 1,448,000 bales. The mills consumed 1,409,000 bales, and if we add the official estimate of a few years ago for local consumption at 413,000 bales we reach the aggregate I have mentioned. That the present crop is a good deal smaller than its predecessor there can be no question, but how much less we shall be better able to prognosticate when the official ideas of yield which have yet to reach us are weighed in the balance with commercial opinions. Even since our Secretary penned his comments, there has been a distinct deterioration in Guzerat and Kathiawar owing to climatic causes.

THE CHAMBER'S STATISTICAL PUBLICATIONS.

Each year at the request of members interested, we have added information and improved returns. To many persons in, as well as

outside the Chamber, many of our compilations prove of value, for we have subscribers to several of them among the general public, while to officials, who have asked for some of them, we are glad to reciprocate for the assistance they afford us. I do not suppose many of you know the labour required to enable us to issue, as an example, the tabulated returns of the receipts of produce into Bombay which reaches members each morning, and which shows the actual weight of each of the principal exportable products, from the principal railway stations, as well as by sea, in the 24 hours up to 6 p.m. the previous evening. The railborne trade being returned in maunds—I wonder who is responsible for the introduction of such a barbarous standard ? —has to be reduced, after the day's labours are over, to an intelligent denominator, the cwt., a weight which, thank Heaven, is observed in the seaborne returns and which Mr. O'Conor has promised us will be introduced into his vastly improved rail returns. Later on, when I rise to propose the resolution of which we have given notice, I will show what these valuable returns of ours cost us.

THE FAMINE.

It is unnecessary for me to say very much on the serious aspect of the famine with which we are face to face. By the end of January 2,087,000 souls were on the relief works, or receiving gratuitous relief, in India of which nearly 300,000 were in our own Presidency, in the Deccan and Southern Mahratta Country, in fact, practically the whole of the eastern side of the Ghauts from the Nerbudda to the borders of Mysore, with a population of over nine millions. Thanks to the prompt and early steps taken by the Government of this Presidency in starting relief camps, the appalling sight of living skeletons, which met the gaze twenty years ago in Southern India, is not likely to be seen this year. I have a vivid recollection of that Famine, when trade, except in grain, principally imported from Calcutta, was all we had to deal in. The stagnation was worse than we are now experiencing—a statement possibly difficult for many of you to understand. Fortunately the northern portion of the Bombay Presidency has secured good average crops, but naturally with scarcity elsewhere prices of food grains have risen materially. Supplies at present show no signs of exhaustion, and with a considerable portion of the population away we are locally overstocked for the time being. If pressure is felt later on, there is little doubt I think that we shall be able to supply all requirements from Burmah and elsewhere. The decision of the Government of India, to follow the advice of the Famine Commissioner

of 1880, and to leave private trade to meet food requirement, is undoubtedly sound. It has never failed, as has been asserted, and will not, so long as traders are able to despatch grain to the required centres by railways. Twenty years ago in Madras the difficulty was to get trucks, on the single line which then existed. At present the decrease in the prevailing epidemic is what we have to look to, before any improvements in the commerce of Western India can be expected.

THE PLAGUE.

And now, gentlemen, I will, as briefly as possible, touch upon a topic which is seriously affecting the trade of this Port, apart from the still more serious loss it is causing by mortality in our midst. 1896 was an abnormally hot year, the hottest but one—1865—I see in a record of fifty-one years. The rainfall, too, was even more remarkable being unprecedented. The S.-W. monsoon set in about the 16th or 17th of June, though about seven inches of rain had been registered at the Observatory in the earlier days of the month. Without a single day's omission the rain continued for just two months, the aggregate recorded in that period being 76 inches, or slightly over our mean annual fall, the fall in June being about 8 inches, of July 11¾ inches, and of August 7½ inches, in excess of the average. In a few earlier years Bombay received quite as much rain, but no record exists of so little in September and subsequent months, as two inches, the average being about fifteen inches. The excessive precipitation in two instead of four months, falling on a surface, the subsoil of which has been overdiluted with an excessive water-supply, excessive, because only a fraction of Bombay is drained, may possibly be one of the causes of the epidemic which has and is creating such sad havoc in this city. I express no opinion, I only say it possibly may, and I see from a leader in a local paper that others are of this opinion. I have learnt in the past few weeks, how easy it is for men to dogmatise on subjects which they think they have studied, but which a few days later events prove they really know nothing about. Of the prevailing epidemic, its advent, its cause and its progress we know very little. The only remedy which is apparent to us as laymen, is the improvement which has taken place in such portions of the city as have had the benefit of a thorough cleaning and limewashing, and we have earnestly wished that this system of purification could be not only extended, but pushed on in quarters where the disease has not yet appeared in a marked degree, and indeed throughout the whole of the city. To ask, or to suggest, to every house-owner, or tenant, to

do so is hopeless, especially when it is borne in mind that a large number of them have found it convenient to absent themselves, after closing and securing the doors and windows to prevent ingress to the burglar, but to assist, as seems probable, to breed the disease which we are told, dies if its bacillus is exposed to the light and air of Heaven. The action of the Municipality in combatting the disease has naturally been freely commented upon. I have been urged from time to time to set the machinery of the Chamber in motion to express our disapproval of the action, or inaction, of the Municipal Executive, and to suggest every conceivable remedy, each one of which, I was assured, would, if adopted, kill the plague. But your Committee agreed with me that it would be wiser for us to hold our hands. We considered, that with a specially appointed Committee of medical experts to advise Government, and indirectly the Municipality, it was not only unnecessary, but uncalled for, for us to place our amateur views before the local authorities. Our files, gentlemen, contain no letters either to, or from, the Municipal Executive, or the Government of Bombay, on the subject, because we have endeavoured to maintain the reputation of the Chamber by avoiding correspondence which it was patent to us, on ascertaining the facts from personal enquiry and discussion, was unnecessary; to take up the time of officers, overworked as they have been and are, by asking them to place on paper their reasons for not doing what we—eminent, scientific and medical authorities as we no doubt consider ourselves—deemed to be the proper course to pursue. We preferred to leave this to the intelligent writers, who invariably rush to the front on occasions such as the present one. We have endeavoured to keep our heads cool, when so many have lost theirs. We do not require documentary proof to show you, the members of the Chamber, what we have done. It may be necessary in another place, so that the constituents of the members concerned, may at all events imagine that their interests are watched and safeguarded, even if a hurried visit from a hill retreat has to be risked for couple of hours in a month. It is undoubtedly safer to pen your remarks to the press, omitting your address than even visiting the city. Drastic measures are easily proposed and possibly not difficult of execution, but the officer who proposes to take such measures, as the responsible authority, has to count the cost—pecuniary, being under present circumstances, the least important—and consider the consequences, and also whether he has the power to carry them out. If irresponsible writers would only take the trouble to ascertain the facts of the position, they would save themselves the trouble of

writing, what they omit to put their names to, and the public from being misled. There is, however, one matter which calls for attention, and I trust response from the Health Officer and that is as regards the correctness, or otherwise, of the daily mortality returns. The weekly ones, which are certified to, by the signature of Dr. Weir being appended to them, we must accept as authentic, but we are strongly of opinion that it would be better in every way if the daily returns were equally authenticated as emanating from his office. There should be no doubt whatever on this head, and that any should exist is, to say the least, lamentable.

THE MUNICIPALITY.

Gentlemen, I am often asked why it is more mercantile men do not assist in Local Self-Government, by joining the Corporation. I have personal knowledge of the interest shown in this direction by each of our last three Governors, and I should be afraid to estimate the number of letters penned by Lord Harris to members of the Chamber urging them to accept nomination. But the answer has usually been of the same tenor, *viz.*, want of time. Now is this a valid excuse? In face of existing conditions, I think it is. Under the Municipal Act a meeting is bound to be held once a month, but in practice, owing to the length of the agenda paper, the frequent adjournments practically result in not only meetings every week, but even twice in every seven days. As these meetings are called for 3 o'clock and last till 5 and later is it suprising that business men are unable to spare time to attend them? It is not, as I have heard stated by one who should have been the last to make the statement, that the absence of fees is the cause, because many of us attend considerably more meetings weekly where the gold mohur is unheard of, than when they are to be picked up. The elequence displayed by some of the "City Fathers"—I believe that that is the correct term of abuse—is marvellous, but it is impossible, as the result shows for business to be discussed on business principles, in a body of 72 members, unless there is a limitation to the length of the speeches and yet other means devised such as the one adopted by the House of Commons. I cannot help thinking that if the number of members were reduced to say 25, work could be better done and long delayed sanitary and other improvements carried out. Instead of only a quarter of the city being sewered the whole must be completed without delay. The state of the subsoil ought to convince every one of the absolute necessity of this. One word more, and I have finished. To the eminent bacteriologists now

in Bombay, our heartfelt thanks are already due for what they have done. That one at least of them promises to enhance his reputation, is already foreshadowed. May his experiments prove the success and the blessing they indicate, and I trust that the occupant of this Chair and the Committee for the time being, will, when the time arrives, be among the first in the field, to recognise his self-imposed labours and assist, however feebly, to carve his name in the temple of scientific research, where his great master Pasteur has already had his name inscribed.

The Chairman then proposed, "That the Report of the Committee of the Bombay Chamber of Commerce for the year 1896, which has been circulated, be adopted and printed for general information, together with the documents therein referred to."

Mr. Abercrombie said: I have great pleasure in seconding the adoption of the report that is now laid on the table. The Committee have as usual dealt with a large number of matters of great interest to the commercial community, but after the epitome of the work that you have just had from your Chairman, I do not think that there is much for me to add. Railway matters have as usual engaged a good deal of the attention of the Committee, and in this connection it is to be regretted that the B. B. & C. I. Railway have not been able to meet the wishes of the Chamber in the matter of rates charged for wheat and seeds from Delhi and Agra, &c. These two cities being about equally distant from Bombay and Calcutta it seems very hard that we cannot be charged as cheaply as Calcutta, but I notice from page 10 that all hope is not removed from us, as the Home Board considers. We are indebted largely to the Hon. Mr. Beaufort's industry, for the very clear tables of cotton growths and export figures, and also for the altered form of the wheat export table, and in this direction our special thanks are, I think, due to our Chairman for his energy. Mr. Beaufort has explained at some length why the Committee do not seem to have taken any active measures in the way of addressing Government or other authority about the terrible scourge that has befallen us in this plague. I will not touch on the sorrows it must have brought into thousands of homes. I will remark only upon its effect on commerce. It is no exaggeration to say that business has been and is paralysed by the exodus of the people, and even to-day we cannot confidently say that the efforts of the Municipality, great as they have undobtedly been, have met with any marked measure of success. Certain districts are undoubtedly better, but the

total death-rate remains terrible, and the scare caused thereby has had wide-reaching and disastrous effect upon all branches of trade. The only remedy seems to be in working on vigorously at the cleansing of all parts of the city under trained, responsible and resolute management. There seems also to be urgent need of some stricter handling of the laws and powers of condemning insanitary dwellings. It is satisfactory to find from the accounts published that the Chamber has this year succeeded in covering its expenses. I now wish to make a few remarks on the rates charged for the conveyance of goods to up-country stations. The railway definition of the goods to be referred to is piece-goods or cotton yarn in bales pressed or in boxes. The rates quoted will be for the railway maund of 82lbs. and a fraction. The first place I take is Nagpore, a terminus of the G. I. P. line, and also a terminus of the Bengal-Nagpore line—distance from Bombay 520 miles; distance from Calcutta 759 miles. Rate for abovementioned piece-goods and (or) yarn from Bombay is Rs. 2-1-5 per maund, and from Calcutta Re. 1-7-9 per maund. Memoranda from the two railway companies giving these rates are produced. The Bengal-Nagpore Railway memorandum adds "at owner's risk." Now "owner's risk" as distinguished "from railway company's risk" is no doubt an important thing where crockery and glassware are concerned, but with baled and (or) tin case goods it is, I think, a matter of little or no consequence. The form of indemnity required to be given to the railway company is given on page 528 of the East Indian Railway book, and I think it is such as any sender would sign who had goods to despatch of the definition already stated. A native yarn merchant whom I know especially visited the Central Provinces some few months ago in order to find out why it was that he could not sell more yarn in this direction. Nagpore was one of the places he visited, and he returned saying that Bombay railway freight was 1 to 1½ annas a bundle more than Calcutta. I make out that this statement is about correct. The difference between the rate I have just given is 9 annas 8 pies for every 82 lbs., and it is easy to see that by this a 9 lbs. grey shirting piece must cost us about 1 anna 1 pie more than Calcutta—a difference that is absolutely killing to Bombay trade. The next place I take is Jubbulpore, also a terminus of the G. I. P. and of the East Indian Railway, from Bombay 616 miles, and from Calcutta 784 miles, the rate being the same in both cases Re 1-4-7. Here I ask you to note two things—first, the G. I. P. run 616 miles to Jubbulpore for Re. 1-4-7, although they charge Rs. 2-1-9 for the 520 miles to Nagpore. This is an anomaly. Second,

the distance is 168 miles against the Calcutta line, which extra distance they ignore, and charge the same as the Bombay line can do it for. I now pass on to the all-important station of Cawnpore. The G. I. P. take the traffic to Itarsi, and from there it goes on by the Indian Midland. Cawnpore is on the main line of the East Indian Railway—distance from Bombay 839 miles, distance from Calcutta 684 miles, against Bombay 155 miles. Now, in the case of Jubbulpore I showed you that the East Indian Railway ignored the extra 168 miles they had to run and charged the Bombay rate, but here at Cawnpore the G. I. P. and Indian Midland do not follow the lead given them by the East Indian. They actually charge us over 20 per cent. more, because they have to run this extra distance of 155 miles. Bombay rate is Rs. 2-3-1 and the Calcutta rate Rs. 1-12-8. The difference between these rates is 6 annas 5 pies per maund against Bombay, or roughly speaking, about ½ anna per piece in a 9lb. shirting—a difference which is quite enough to throttle our trade and prevent all progress. From the Bengal Chamber returns I take the following:—From 1st January to 31st October, 1896.—Piece-goods Bombay to Cawnpore 51,811 maunds and from Calcutta to Cawnpore 117,318 maunds, showing that during that period Calcutta did just 2¼ times as much as Bombay. Now I have to draw attention to the Bombay Baroda line. They also run into Cawnpore—a circuitous route *via* Agra. They cover a distance of 1,071 miles, or 231 miles further than by the G. I. P. and Indian Midland route. They have a break of guage at Ahmedabad, with its attendant expense and delay, and yet they can charge the same rate as by the G. I. P. route, *viz.*, Rs. 2-3-1—in other words, the G. I. P. allow the East Indian to have the lion's share of the traffic, because there is a distance of 155 miles in their favour, and they content themselves with sharing what is left with the B. B. & C. I. R. although the latter have 233 miles against them. The next place is Agra—distance by B. B. & C. I. R. 848 miles; G. I. P. route 841 miles; and E. I. R. 841 miles. Calcutta rate is Rs. 2-3-0 and Bombay rate Rs. 2-3-1. No doubt a trifling difference, but against Bombay. We next come to Delhi—distance by B. B. and C. I. R. 888 miles; East Indian 954 miles; and G. I. P. route 981 miles. The B. B. and C. I. Railway and the East Indian quote Rs. 2-6-4; G. I. P. route Rs. 2-8-11, the G. I. P. having 30 more miles to run to make this substantial difference. The Bengal Chamber returns show from 1st January to 31st October, 1896, Bombay to Delhi piece-goods 64,926 maunds, and Calcutta to Delhi piece-goods 77,574 maunds. Now in Cawnpore where the rate was against

us Calcutta did 2¼ times as much here with equal rates between the B. B. & C. I. R. and East Indian. Calcutta only does 1-5th more and if we had a better hold of the Cawnpore trade I believe we should be evener still. Cawnpore and Delhi merchants are closely connected, and firms finding Calcutta cheapest for the former place would be likely to make their purchases for the latter at the same place. The only other place I wish to mention is Hyderabad (Deccan), the junction for which with the Nizam's State Railway is Wadi. The G. I. P. run 67 miles past Wadi to Raichore—distance Bombay to Hyderabad 491 miles and Madras to Hyderabad 533 miles. The Bombay charge is Re. 1-12-8 and that of Madras Re. 1-10-11. Now, I do think in these days of keen competition that the G. I. P. might do better for us than this. From Cawnpore in the north right through the Central Provinces to Raichore in the south we have to rely upon the G. I. P. for the conveyance of our goods up-country, and unless they do this at rates which competing railways cannot beat how can our business prosper or improve. I do not think any one will contradict me when I say that Bombay can lay down goods cheaper in India than Calcutta, but of what use is a saving of 10s or 15s in ocean freight, against an excess railway charge of 6 and 9 annas a maund as in the case of Cawnpore and Nagpore. The G. I. P. can do everything for us if they will. Their traffic into Bombay is, I believe, much greater than their traffic out of Bombay, which means the despatch of empty trucks up-country, and this should surely induce them to take our goods at economical rates, and endeavour thereby to increase their outward traffic, which would most assuredly follow.

Mr. P. B. Savile said :—Mr. Chairman and Gentlemen,—As your junior representative in the Corporation I think it only right to inform you of the work that I have seen is being carried on by the Executive of the Municipality to stamp out the dire disease that has come among us. I have visited the worst parts of the city with Mr. James, who has some 3,000 men at work, lime-washing houses, and using 400 to 500 tons of lime a week, besides pouring tons of disinfectants down the drains, and sprinkling powder everywhere ; putting in drains and cutting off water from chawls and giving stand-pipes outside. Not only houses that have been attacked are being taken in hand, but every house in the city is being cleaned, and the Executive are fighting to get in advance of the plague which flies about in a most mysterious way, and they never know from day to day where it will be next. Strong measures are being used, and I saw one lot of chawls where 150 cases

had occurred, and where all the inmates had run away, leaving their places locked up. 400 rooms in these chawls were broken open, lime-washed, and the tiles removed. In another part we heard of a death that had just occurred for the first time in that quarter, and immediately sixty men were put on to lime-wash that row. Two large fires were lighted at each end of the row, all the clothes found in the rooms where the men had died were burnt, and to show that the others living there appreciated what was being done for them, they not only cleared out their places at once for the men to come in and lime-wash, but brought out their own rubbish and burnt it. In very few places where the houses have been thoroughly lime-washed has the disease again returned. We next came across a small mat hut in which a man had died of the plague and where he was still lying. This was ordered to be burnt down at once, and I agree with Dr. Blaney that this is the finest remedy of all. You will be pleased to hear that Dr. Pollen's fund has been found of great assistance, and it has been the cause of bringing to light many cases that might not have been heard of, as relations have come forward to ask for help for their sick, which were at once visited. I have also been to Tank Bunder burial ground, and you will be pleased to hear that a portion of the ground is now ready to be taken into use. I have only mentioned work that I saw carried out during a few hours. It is weary and depressing work for the Executive which they are carrying on day and night. I am sure, gentlemen, you will agree with me when I say that I consider the thanks of the members of the Bombay Chamber of Commerce are due to the Executive of the Municipality for the noble manner in which they are labouring at the risk of their lives to stamp out the plague. I trust that the Corporation at some later date will see their way to substantially reward those servants who are doing their duty so nobly and saving the lives of thousands. As regards Corporation meetings I cannot help remarking that it would certainly lead to business being put through more expeditiously if some of the members were to remember that it was not a debating society. Already the January agenda paper will take us well into February, and at this rate we may hope to work through the same agenda paper about December next. The Corporation have two meetings a week throughout the month, whereas two a month should suffice for the work that is actually done. These meetings are a very great tax on any business man's time, but I feel sure that so long as we have a right to send two representatives to the Corporation members of the Bombay Chamber of Commerce will never be found wanting to

come forward and do their duty for the city. Referring to new railways that are being built, only last month I visited the Southern Punjab Railway, and went along it for something like a hundred miles. In all it is about 400 miles in length, starting from Samastata on the North-Western Railway running through the native State of Jhind and on to Delhi. This line was practically taken in hand and finished in one year, which is, I believe, a record in railway development. It runs through a most fertile seed growing district, and will draw away to Kurrachee most of the produce which up to now has found its way to Bombay by the Rajputana-Malwa Railway. Although this Chamber does not in any way grudge Kurrachee securing all the railway extensions it possibly can, and I am glad of the opportunity to be able to inform our Kurrachee friends of this. Still it is not fair to Bombay that not a single line running to the North-West has been sanctioned for years past, that will help to bring produce to this port from that part of the country. I also met a Government survey party out from Delhi, and they told me they were surveying for a new line from Delhi to Agra which was being taken in hand by Government. Well, gentlemen, I would ask the new Committee to watch this, and suggest to Government that it should be carried on to Muttra, so that when the Nagda-Muttra Railway is built we should have through connection with Delhi by that route. I trust it will not be long before we see more railways on this side of India sanctioned, and I think we might take a lesson from our American cousins, one of whom told me the other day that they built their railways first and obtained sanction afterwards. This no doubt accounts for the number of railways in America. I agree with the resolution regarding the increase that members should pay for the papers issued by the Chamber as it would never do for our balance to dwindle into nothing, as it will do if we go on with our present scale of charges. (Applause.)

Mr. S. M. Moses said: Mr. Chairman and Gentlemen,—We meet once more to receive the valuable and interesting report of the work performed by the retiring Committee during their term of office. You will observe that they have watched most carefully the interests of the members on the various subjects of commerce, law, and shipping. Our best thanks are due to them. Gentlemen,—Since we met last year, we have been and are now passing through a period of unprecedented depression. We have been visited by a pestilence of a virulent kind, the cure for which has not

yet been discovered by the medical profession. It has well-nigh devastated our once "beautiful Bombay." Her children deserted her in despair, leaving behind them their locked homes and shops, and watch from their places of refuge the statistics of the victims from bubonic plague which appear in our daily journals; only too eager to return as soon as it diminishes, but unfortunately such a diminution does not manifest itself as yet. Every branch of industry and commerce has been dislocated by this visitation, and none suffer more than our mill industry. It was so flourishing only in June last, this unexpected calamity has now thrown it from prosperity to despair. The mill hands are running away by thousands for fear of their lives. The mill-owners hold out to them every temptation to stay—some giving them their daily wages, in order that they might be in a position to quit their work at a moment's notice (without suffering any pecuniary loss) as soon as they feel at all indisposed or at the appearance of the "unwelcome visitor" in their neighbourhood. Some mills have spread mat sheds in their compound in order to place their men beyond the "plague regions," while others have been philanthropic enough to supply them with their daily rations of rice, ghee, &c., gratis. All these temptations have not prevented them deserting their posts. The mills were working with a third of their usual complement of operatives, but since December's pay was given, their numbers have been further reduced. The mills are now working under great difficulties. The scare which is now existing amongst the natives is ill-advised. For instead of remaining at their posts, cleaning their houses, disinfecting them, assisting the Municipality in their efforts to fight with the disease, they go to their native countries to die of hunger! Their elders are much to be blamed, by absenting themselves from the scene at the present crisis. What are the ignorant masses to do but to follow their example? Let us hope that the energetic measures that are now adopted by our Municipality in extensively lime-washing our great city, &c., may soon succeed in stamping out the disease from our midst, and Bombay will regain its former prosperity and splendour. (Cheers.) Happily the timely aid which was initiated by H. E. Lord Sandhurst was taken up by the Viceroy at Calcutta a month later and the Lord Mayor in London by starting an Indian Famine Relief Fund, the subscription list being headed by her Most Gracious Majesty the Queen-Empress, who always keeps her watchful eyes on her law-abiding and faithful Indian subjects. The fund was cheerfully subscribed to by other members of the Royal Family and the gentry of England, who are always ready to help their suffering Indian brethren

in the time of need. I am pleased to say the subscription has already amounted to a large sum, which will be the means of saving many thousands of families in India from starvation and ruin. (Hear, hear.) If you will permit me, gentlemen, I will say a few words regarding exchange. Owing to the impending scarcity and famine, and not knowing what calls might have been made on the resources of Government, the Secretary of State for India thought it prudent to reduce gradually his drawings of Council Bills from 60 to 20 lakhs a week in October last. This, coming at a time when the export season of indigo had just begun, caused exchange to rise to 1s. 3¾d. At one time it looked as if the goal of 1s. 4d. per rupee would have been reached. But as usual silver came into competition, and the Banks supplied their wants from that source. No less than a million and a-half sterling worth of the "White Metal" was imported here during the last quarter of 1896, *viz.*, £690,000 in October, £50,000 in November, and £310,000 in December last. Whereupon exchange at once dropped to 1s. 3d. per rupee. It is now quoted at 1s. 3⅝d., but the Banks are chary to draw even at a reduction of 3.16 to 1¼d for March next, having no confidence in the stability of exchange. There is doubt that, so long as no legislation is enacted to check silver form entering freely into competition with the Council Bills, so long will there be an element of uncertainty in exchange, and it would baffle the calculations of the shrewdest financier to judge the course of events even for a few weeks ahead. Violent fluctuations in exchange, gentlemen, do no good either to the import or the export trade. Looking at the standpoint of political economy it will be a red-letter-day for India, when exchange attains the point at which it will pay the merchant and the banker to present at the mint their sovereign or its equivalent of weight in gold to obtain Rs. 15 for it. The enhancement of exchange will swell the Indian Exchequer, and enable our able Finance Minister to abolish the exchange compensation and cotton duties with a stroke of his pen. (Applause.)

Mr. George Cotton was extremely glad that the Chairman had referred to the Municipal Corporation, whose affairs were at the present moment so adversely criticised both by the press and the public. Mr. Cotton entered into the history of the origin and development of the Corporation, and endeavoured to prove by facts and figures that the revenue and prosperity of the city increased with the growth of the population. With reference to the remarks that there was a great deal of speechifying and talk at the Corporation, the speaker pointed

out that the agenda paper every month consisted of forty or fifty different matters of great importance to the city, and the Corporation had besides to deal with fifteen or twenty notices of motion, which were all required by law to be duly proposed and seconded and put to the meeting, and which must necessarily be discussed before they came to a final determination on each of those subjects. All that required time, and it was no wonder therefore, that the Corporation had to meet often twice a week to enable them to go through the multifarious items submitted for their consideration. Mr. Cotton then paid a high compliment to Mr. Snow, the Municipal Commissioner, who, he said, was working day and night to combat the plague, and whose example was followed by the Health Officer, the Drainage Engineer, the Assistant Health Officer, and many other officers who devoted the whole of their time and attention to devise ways and means to meet the emergency. It was stated that the property owners predominated in the Corporation, and that they carried everything before them. He (Mr. Cotton) did not agree with those who made such a statement, because it was only very recently that the Corporation dealt with a resolution in respect of the house-connections in Bombay, which, though it was at first strongly opposed by the property-holding members of that body, was rescinded a few months afterwards, the Corporation deciding that the house-connections should be made by the owners and not by the Municipality. That incident conclusively showed that the Corporation was not governed by those who were largely interested in landed properties.

THANKS TO THE OUTGOING COMMITTEE.

Mr. George Cotton proposed that the thanks of the Chamber be tendered to the Chairman, Deputy Chairman, the outgoing Committee, and the Secretary, for their able conduct of the affairs of the Chamber during the past year. He said that the Committee had gone through a vast amount of work, and anybody who had glanced through the report could not but have been struck and satisfied that every question dealt with in it had been very carefully and thoughtfully considered. He took that opportunity of tendering the most cordial thanks of the Chamber to the Chairman, who had been a hard worker on the Committee, and who had in previous years done equally good and honest work as their Deputy Chairman. (Applause.) Mr. Beaufort always took a deep and, he might say, a loving interest in the work of the Chamber. They were shortly to lose his services on account of his leaving Bombay for some time to come, and he

(Mr. Cotton) did not know what the Chamber would do for their statistics for which Mr. Beaufort had a special liking, and which he could deal with and compile in a masterful manner. They were deeply grateful to him for his many valuable services rendered to them.

Mr. McLaren having seconded the proposition, it was agreed to.

On the motion of Mr. J. L. Symons, seconded by Mr. J. Tintner, the following gentlemen were elected members of the Committee for the ensuing year:—Messrs. G. A. Barnett, C.I.E., C. G. Giro, C. H. Armstrong, C. Barboro, F. A. Reddie, E. Schoen, and J. K. Moir.

On the motion of the Chairman, seconded by Mr. S. L. Wyatt it was resolved that under Rule 5, the subscription by members for copies of all the publications issued by the Chamber should be increased from Rs. 15 to Rs. 20 per mensem and that Rs. 20 be substituted for Rs. 15 in the last line of the rule.

On the motion of Mr. I. M. Shields, seconded by Mr. C. H. B. Forbes, Mr. Clement Poole was re-elected Auditor for the ensuing year.

A vote of thanks to the Chairman terminated the proceedings.

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 3rd January.	Week ending 10th January.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 2 1/32d.	1s. 1 31/32d.
" " Sight	1s. 2 1/32d.	1s. 1 31/32d.
" " 3 m'ths',,	1s. 2 3/32d.	1s. 2 1/32d.
" " 4 " "	.....	.....
" " 6 " "	.....	.....
First-class Credits Sight	.....	.....
" 3 m'ths',,	1s. 2 5/32d.	1s. 2 3/32d.
" 4 " "	.....	.....
" 6 " "	1s. 2 7/32d.	1s. 2 5/32d.
Documents ... ... 3 " "	1s. 2 3/16d.	1s. 2 1/8d.
" " 4 " "	.....	.....
" ... ... 6 " "	1s. 2 1/4d.	1s. 2 3/16d.
Paris Francs Mercantile Bills... 3 m'ths',,	1·49	1·48¼
" " " ... 4 " "	.....	.....
" " " ... 6 " "	.....	.....
On Calcutta Bank Telegraphic Transfer	100 1/32	100
On China Mer'tile Bills, 30 days' Sight...	Hongkong, Rs. 180 per 100$; Shanghai, Rs. 249 per 100 Taels; Japan, Rs. 180 per 100$.	Hongkong, Rs. 182½ per 100$; Shanghai, Rs. 249 per 100 Taels; Japan, Rs. 18.2½ per 100$.
Eng. Bar Gold, 100 touch (per tola)	Rs. 27-2-0	Rs. 27-2-0
Sovereigns	" 17-0-0	" 17-3-0
Bar Silver	" 93-4-0 Ready. " 93-4-0 Forward.	" 93-14-0 Ready; " 93-9-0 Forward.
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	6 to 7 per cent.	6 to 7 per cent.
" of Interest on Demand Loans on Govt. Securities.	5 "	5 "
Rate of discount in the open market on Government Paper ...	.....	.....
Money Market	Money in fair demand.	Money in fair demand.
GOVERNMENT SECURITIES.		
Three-and-a-half per cents. ...	Rs. 105-3-0	Rs. 105-5-0
IMPORTS.		
Piece Goods— Market	Fair enquiry.	Strong; demand improving.
6½ to 7 lbs. 34-38 in. Grey Shrtgs. (per piece).	Rs. 3-6-6	Rs. 3-7-0
7½ to 8¼ lbs " " " ...	" 3-15-0	" 4-0-0
2½ to 3 lbs. 28-30 in Madapollams " ..	" 1-14-0	" 1-14-0
No. 40s Mule Twist, (per lb.) ...	As. 9 to 9¼	As. 9 to 9¼
No. 30s Water " " ...	" 8¼ to 9	" 8¼ to 9
Copper Braziers (in bundles) (per cwt.)	Rs. 48-10-0	Rs. 47-8-0
Yellow Metal (in cases) (")	" 38-4-0	" 37-14-0
Welsh Bar Iron, (per candy of 746½ lbs.)	" 31-0-0	" 31-8-0
Staffordshire Bar Iron, " "...	" 40-0-0	" 40-0-0
Swedish Bar Iron, " "...	" 49-8-0	" 50-0-0
Davison's West Hartley Coal, (per ton) alongside.	" 17½ Ry.; Rs. 16½ Fd.	Rs. 17½ Rdy; Rs. 16½ Fd.
Welsh Hartley Coal, (per ton) "	....	....
Cardiff Coal, (") "	" 18½ " " 17½ "	Rs. 19 Rdy; Rs. 18 Fd.
Singarini Coal (per ton) Rail Delivery...	" 14¼ to 14½ Ready.	" 14¼ to 14½ Ready.

mittee of the Chamber of Commerce during the Year 1896.

Quotations.		Week ending 3rd January.	Week ending 10th January.
EXPORTS.			
Cotton—	Market.	Very steady.	Quiet but steady.
(Full-pressed; per candy of 784 lbs.)			
Broach	Fine...	Rs. 241 to 242 March.	Rs. 229 to 230 Jan.-Feb.
Do.	F.G....	.....	.....
Do.	Good..	Rs. 239 to 240 March.	Rs. 232 March
Barsee	F.G..	.....	.....
Do.	Good..	.....	.....
Oomrawuttee, Good Staple ...	Fine..	.....	.....
,, ,, ...	F.G ...	Rs. 208 to 210 Jan.-Feb.	Rs. 205 to 208 Jan.-Feb.
,, ,, ...	Good..	.....	.....
Khandeish	Fine..	.....	.....
,, ...	F.G....	Rs. 191 to 192 January-Feb.	Rs. 190 Jan.-February.
,, ...	Good..	.....	.....
Belattee	Fine..	Rs. 196 to 197 January-Feb.	Rs. 194 Jan.-February.
,, ...	F.G...	,, 186 ,, ,,	,, 183 ,, ,,
,, ...	Good..	.....	.....
Dhollera	Fine ...	Rs. 226 to 227 April-May.	Rs. 220 April-May
,, ...	F.G. ..	,, 216 to 217 ,, ,,	,, 210 ,,
,, ...	Good ..	,, 210 ,, ,,	,, 204 to 205 ,,
Bengals	Fine ..	,, 185 to 186 Ready	,, 179 Ready
,, ...	F.G. ..	,, 166 ,,	,, 157 ,,
,, ...	Good ..	,, 156 ,,	,, 147 ,,
Dharwar (S.G.)	Good ..	,, 216 April-May.	,, 212 April-May
Westerns	Good...	,, 207 ,, ,,	,, 203 ,, ,,
Gingelly seed, White (per cwt.)	..	Rs. 8-0-0 Ready	Rs. 8-2-0 Ready
,, Mixed ,,	...	,, 7-4-0 ,,	,, 7-6-0 ,,
Linseed, Bold ,,	...	,, 6-13-6 ,,	,, 7-1-0 ,,
,, Small Seed ,,	..	.....	.....
Rapeseed, Guzerat Yellow ,,	...	Rs. 7-4-0 Ready	Rs. 7-5-0 Ready
,, Brown Delhi ,,	..	,, 6-6-0 ,,	,, 6-8-0 ,,
,, Yellow Cawnpore ,,	...	,, 6-15-0 ,,	,, 7-0-0 ,,
Poppy seed ,,	....	,, 8-7-6 ,,	,, 8-9-6 ,,
Groundnuts ,,	...	,, 6-9-0 ,,	,, 6-15-0 ,,
Castorseed, Bold Cawnpore ,,	....	.....	.....
,, Ordinary Quality, F.A. ,,	..	Rs. 5-5-0 Ready	Rs. 5-5-0 Ready
Wheat, White Pessy ,,	...	,, 4-4-0 ,, 91 % / ,, 4-3-0 ,, 85 %	,, 4-5-0 ,, 91 % / ,, 4-4-0 ,, 85 %
,, Jabalpur Pessy ,,	...	.....	.....
,, Ahmedabad (Soft Red) ,,	....	Rs. 4-2-0 Ready	Rs. 4-3-0 Ready
,, Hard Yellow ,,	...	..... 75 % / ..... 63 % Ready / Rs 3-12-0 50 % ,,	..... 75 % / ..... 63 % / Rs. 3-12-0 50 % Ready
,, Delhi No. 1, White Pessy ,,	...	,, 4-2-0 ,,	,, 4-3-0 ,,
,, ,, Red ,,	..	.....	.....
,, Hard Red Khatha (75 %) ,,	..	Rs. 3-8-0 Ready	Rs. 3-8-0 Ready
,, Nagpore Khathi ,,	...	.....	.....
Opium, (Malwa) per chest, Old	...	Rs. 1,425	Rs. 1,425
,, ,, New	...	,, 1,400	,, 1,405
FREIGHTS.		(Ready)	(Ready)
Liverpool—Cotton (per ton of 40 ft.) via Suez Canal.		£0 14s. 0d.	£0 12s. 6d.
,, Seeds and Wheat ,,	...	£0 12s. 0d.	£0 11s. 6d.
London—Measurement cargo, P. & O. Co. ,,	..	£0 13s. 0d.	£0 13s. 0d.
,, Seeds and Wheat do. ,,	..	£0 11s. 6d.	£0 11s. 6d.
,, Measurement cargo ,,	..	£0 17s. 6d.	£0 14s. 0d.
,, Seeds and Wheat ,,	..	£0 12s. 0d.	£0 11s. 6d.
Havre—Measurement cargo ,,	.	£0 14s. 0d.	£0 13s. 6d.
,, Seeds and Wheat ,,	..	£0 13s. 0d.	£0 13s. 0d.
Antwerp—Measurement cargo ,,	..	£0 13s. 0d.	£0 12s. 6d.
,, Seeds and Wheat ,,	..	£0 12s. 6d.	£0 12s. 0d.
Hull ,,	.	£0 13s. 0d.	£0 13s. 6d.
Dunkirk ,,	..	£0 13s. 0d.	£0 12s. 6d.
Trieste and Venice—Measurement cargo ,,	.	£0 14s. 0d.	£0 13s. 6d.
,, ,, Seeds and Wheat ,,	..	£0 13s. 0d.	£0 13s. 6d.
Marseilles—Measurement cargo ,,	...	£0 14s. 0d.	£0 12s. 6d.
,, Seeds and Wheat ,,	..	£0 12s. 0d.	£0 11s. 6d.
Genoa—Measurement cargo ,,	..	£0 15s. 0d.	£0 13s. 6d.
,, Seeds and Wheat ,,	...	£0 14s. 0d.	£0 13s. 0d.
China Steamer (P. & O.)	...	Rs. 8 to Rs. 10	Rs. 8 to Rs. 10
Japan do. (do.)	...	,, 10	,, 10
Australia	...	,, 25 to Rs. 35	,, 25 to Rs. 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 17th January.	Weekending 24th January.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 2d.	1s. 2d.
" " Sight	1s. 2d.	1s. 2d.
" " 3 m'ths' "	1s. 2 1/32d.	1s. 2 1/32d.
" " 4 " "	.....	.....
" " 6 " "	.....	.....
First-class Credits Sight	.....	.....
" " 3 m'ths' "	1s. 2 1/8d.	1s. 2 3/32d.
" " 4 " "	.....	.....
" " 6 " "	1s. 2 3/16d.	1s. 2 5/32d.
Documents 3 " "	1s. 2 5/32d.	1s. 2 1/8d.
" 4 " "	.....	.....
" 6 " "	1s. 2 7/32d.	1s. 2 3/16d.
Paris Francs Mercantile Bills 3 " "	1·49	1·48½
" " " 4 " "	.....	.....
" " " 6 " "	.....	.....
On Calcutta Bank Telegraphic Transfer	100	100
On China Mer'tile Bills, 30 days' Sight	Hongkong, Rs. 181½ per 100 $; Shanghai, Rs. 219 per 100 Taels; Japan, Rs. 181½ per 100 $	Hongkong, Rs. 181½ per 100 $; Shanghai, Rs. 251 per 100 Taels; Japan, Rs 181½ per 100 $
English Bar Gold, 100 touch (per tola)	Rs. 27-3-6	Rs. 27-3-9
Sovereigns...	" 17-2-0	" 17-2-0
Bar Silver	Rs. 93-10-0 Ready; " 93-8-0 Forward.	Rs. 93-10-0 Ready; " 93-9-0 Forward.
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	6 to 7 per cent.	6 to 7 per cent.
" of Interest on Demand Loans on Govt. Securities.	5 "	5 "
Rate of discount in the open market on Government Paper...	.....	.....
Money Market	Money in fair request.	Money in moderate demand.
GOVERNMENT SECURITIES.		
Three-and-a-half per cents. ...	Rs. 105-3-0	Rs. 105-7-0
IMPORTS.		
Piece Goods— Market	Good general demand.	Steady, moderate demand.
6½ to 7 lbs. 34-38 in. Grey Shrtgs. (per piece)	Rs. 3-8-0	Rs. 3-8-0
7½ to 8¼ lbs. " " "	" 4-1-0	" 4-1-0
2½ to 3lbs. 28-30in. Madapollams "	" 1-14-0	" 1-15-0
No. 40s Mule Twist, (per lb.) ...	As. 9 to 9½	As. 9 to 9½
No. 30s Water " " ...	" 8½ to 9¼	" 8½ to 9
Copper Braziers, (in bundles) (per cwt.)	Rs. 46-14-0	Rs. 46-10-0
Yellow Metal, (in cases) " ...	" 37-12-0	" 37-12-0
Welsh Bar Iron, (per candy of 746½ lbs.)	" 30-12-0	" 30-0-0
Staffordshire Bar Iron, " " ...	" 40-0-0	" 40-0-0
Swedish Bar Iron, " " ...	" 49-8-0	" 51-0-0
Davison's West Hartley Coal, (per ton) alongside.	Rs. 18 Ready; " 17 Forward.	Rs. 20 Ready; " 18 Forward.
Welsh Hartley Coal, (per ton) "	.....	.....
Cardiff Coal, (per ton) "	Rs. 20 rdy; Rs. 18 fwd.	Rs. 21 rdy; Rs. 20 fwd.
Singarini Coal, " Rail Delivery "	" 14¼ to 14½ Ready.	" 14¼ to 14½ Ready.

mittee of the Chamber of Commerce during the Year 1896—*contd.*

Quotations.	Week ending 17th January.	Week ending 24th January.
EXPORTS.		
COTTON— Market	Very quiet.	Very steady.
(Full-pressed; per candy of 784 lbs.)		
Broach ... ... Fine...	Rs. 225 to Rs. 226 Jan. Feb.	Rs. 225 Ready.
Do. ... ... F.G. ...	.....	.....
Do. ... ... Good ..	„ 230 March	Rs. 229 March.
Barsee ... ... F.G ...	.....	.....
Do. ... ... Good ..	.....	.....
Oomrawuttee, Good Staple ... ... Fine ...	.....	.....
„ „ ... ... F.G. ...	Rs. 205 to Rs. 208 Jan. Feb.	Rs. 205 to Rs. 208 Jan.-Feb.
„ „ ... ... Good ...	.....	.....
Khandeish .. .. Fine ..	.....	.....
„ .. .. F. G. ..	Rs. 190 January-February	Rs. 188 January-February.
„ .. .. Good ..	.....	.....
Belatee .. .. Fine ...	Rs. 192 January-February	Rs. 190 January-February.
„ .. .. F.G. ...	„ 182 „ „	„ 180 „ „
„ .. .. Good ...	.....	.....
Dhollera .. .. Fine ...	Rs. 216 Feb.-March	Rs. 216 Feb.-March.
„ .. .. F.G. ..	„ 209 April-May	„ 208 to Rs. 209 Apl.-May
„ .. .. Good ..	„ 203 to Rs. 204 Apl.-May	„ 203 „ „ 204 May
Bengals .. .. Fine ..	„ 176 „ „ 177 Ready	„ 178 ready
„ .. .. F.G. ..	„ 156 „ „ 157 „	„ 158 „
„ .. .. Good ..	„ 146 „ „ 147 „	„ 148 „
Dharwar (S.G.) .. .. .. Good ..	„ 210 April-May	„ 211 April-May
Westerns .. .. Good ..	„ 201 „ „	„ 201 „ „
Gingelly seed, White (per cwt.)..	Rs. 8-2-0 Ready	Rs. 8-1-0 Ready
„ Mixed „ ...	„ 7-6-0 „	„ 7-6-0 „
Linseed, Bold „ ..	„ 7-1-0 „	„ 7-2-6 „
„ Small Seed „ ..	.....	.....
Rapeseed, Gazerat Yellow „ ..	Rs. 7-4-0 „	Rs. 7-5-0 Ready
„ Brown Delhi „ ..	„ 6-8-0 „	„ 6-10-0 „
„ Yellow Cawnpore „ ..	„ 7-0-0 „	„ 7-1-0 „
Poppy seed „ ..	„ 8-2-6 „	„ 8-15-0 „
Groundnuts „ ..	„ 6-15-0 „	„ 6-13-0 „
Castor seed, Bold Cawnpore „ ...	.....	.....
„ Ordinary Quality F.A. „ ...	„ 5-5-0 „	„ 5-8-0 Ready
Wheat, White Pessy „	„ 4-6-0 „ 91 %	„ 4-7-0 91 % „
	„ 4-5-0 „ 85 %	„ 4-6-0 85 % „
„ Jabalpur Pessy „ ...	.....	.....
„ Ahmedabad (Soft Red) „ ...	„ 4-3-0 „	.....
„ Hard Yellow „	..... „ 75 %	..... 75 %
	..... „ 63 %	Rs. 4-4-0 63 % Mar.-April
	„ 3-14-6 „ 50 %	„ ..... 50 %
„ Delhi, No.1, White Pessy „ ...	„ 4-3-0 „	„ 4-4-0 Ready
„ „ Red „ ..	.....	.....
„ Hard Red Khatha (75 %) „ ...	„ 3-8-0 Ready	„ 3-12-0 March.
„ Nagpore Khathi „ ..	.....	.....
Opium, (Malwa) per chest, Old	Rs. 1,415	Rs. 1,415
„ „ „ New	„ 1,400	„ 1,400
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40 ft.) via Suez Canal.	£0 13s. 0d.	£0 13s. 0d.
„ Seeds and Wheat „ ...	£0 12s. 0d.	£0 12s. 6d.
London—Measurement cargo, P.&O. Co. „ ...	£0 13s. 0d.	£1 1s. 3d.
„ Seeds and Wheat do. „ ..	£0 11s. 6d.	£0 12s. 6d.
„ Measurement cargo „ ...	£0 13s. 0d.	£0 13s. 0d.
„ Seeds and Wheat „ ...	£0 12s. 6d.	£0 12s. 6d.
Havre—Measurement cargo „ ..	£0 13s. 6d.	£0 13s. 0d
„ Seeds and Wheat „ ...	£0 13s. 0d.	£0 13s. 6d.
Antwerp—Measurement cargo „ ...	£0 13s. 0d.	£0 13s. 6d.
„ Seeds and Wheat „ ..	£0 12s. 6d.	£0 13s. 0d.
Hull „ ..	£0 13s. 6d.	£0 13s. 6d.
Dunkirk „ ..	£0 13s. 0d.	£0 13s. 6d.
Trieste & Venice—Measurement cargo „ ..	£0 12s. 0d. Nominal.	£0 10s. 0d.
„ „ Seeds and Wheat „ ..	£0 11s. 0d	£0 8s. 6d.
Marseilles—Measurement cargo „ ...	£0 13s. 0d.	£0 12s. 6d.
„ Seeds and Wheat „ ..	£0 12s. 0d.	£0 12s. 0d.
Genoa—Measurement cargo „ ...	£0 13s. 0d.	£0 13s. 6d.
„ Seeds and Wheat „ ...	£0 13s. 0d.	£0 13s. 0d.
China Steamer (P. & O.)	Rs. 8 to Rs. 10	Rs. 10 to Rs. 12
Japan „ (do.)	„ 10	„ 12
Australia	„ 25 to „ 35	„ 25 to „ 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 31st January.	Week ending 7th February.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 2d.	1s. 2 1/8d.
" " Sight	1s. 2 1/32d.	1s. 2 1/8d.
" " 3 m'ths' "	1s. 2 1/16d.	1s. 2 5/32d.
" " 4 " "	.....	.....
" " 6 " "	.....	.....
First-class Credits 3 " "	1s. 2 3/32d.	1s. 2 7/32d.
" " 4 " "	.....	.....
" " 6 " "	1s. 2 5/32d.	1s. 2 9/32d.
Documents ... 3 " "	1s. 2 1/8d.	1s. 2 1/4d.
" " 4 " "	.....	.....
" " 6 " "	1s. 2 3/16d.	1s. 2 5/16d.
Paris Francs Mercantile Bills 3 " "	1·48½	1·49¾
" " 6 " "	.....	.....
On Calcutta Bank Telegraphic Transfer	100 1/16	100 1/16
On China Mer'tile Bills, 30 days' Sight.	Hongkong, Rs. 182½ per 100 $; Shanghai, Rs. 252 per 100 Taels; Japan, Rs. 182½ per 100 $.	Hongkong, Rs. 181 per 100 $; Shanghai, Rs. 251 per 100 Taels; Japan, Rs. 181 per 100 $.
Eng. Bar Gold, 100 touch (per tola)	Rs. 27-7-3	Rs. 27-9-0
Sovereigns	" 17-5-0	" 17-4-0
Bar Silver	Rs. 94-2-0 Ready; " 93-14-0 Forward	" 93-14-0 Ready; " 94-0-0 Forward.
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	6 to 7 per cent.	7 per cent.
" of Interest on Demand Loans on Govt. Securities.	5 " "	6 " "
Rate of discount in the open market on Govt. Paper	.....	.....
Money Market	Money in very moderate request.	Money in good demand.
GOVERNMENT SECURITIES.		
Three-and-a-half per cents. ...	Rs. 105-15-0	Rs. 106-5-0
IMPORTS.		
Piece Goods— Market	Steady	Fair demand; prices steady
6½ to 7 lbs. 34-38 in. Grey Shrtgs (per piece).	Rs. 3-8-6	Rs. 3-8-6
7½ to 8½ lbs. " " "	" 4-1-0	" 4-1-0
2½ to 3lbs. 28-30in. Madapollams "	" 1-15-0	" 1-14-6
No. 40s Mule Twist, (per lb.) ...	As. 9 to 9¼	As. 9 to 9¼
No. 30s Water " " ...	" 8½ to 9	" 8½ to 9
Copper Braziers, (in bundles.) (per cwt.)	Rs. 46-12-0	Rs. 46-2-0
Yellow Metal, (in cases) " ...	" 38-0-0	" 37-14-0
Welsh Bar Iron, (per candy of 746½ lbs.)	" 30-0-0	" 30-12-0
Staffordshire Bar Iron, " "	" 40-0-0	" 40-0-0
Swedish Bar Iron, " "	" 51-8-0	" 51-8-0
Davison's West Hartley Coal, (per ton) alongside.	(Ready.) Rs. 20 (Forward.) Rs. 17	(Ready.) Rs. 21 (Forward.) Rs. 17¼
Welsh Hartley Coal, (per ton) "	.....	.....
Cardiff Coal, (") "	Rs. 22 Rs. 19½	Rs. 22¼ Rs. 19
Singarini Coal, (") Rail Delivery.	" 14¼ to 14⅜ Ready	" 14¼ to 14½ Ready

mittee of the Chamber of Commerce during the Year 1896—*contd.*

QUOTATIONS.	Week ending 31st January.	Week ending 7th February.
EXPORTS.		
COTTON— Market	Quiet, but steady.	Quiet.
(Full-pressed ; per candy of 784 lbs.)		
Broach ... ... Fine...	Rs. 224 to Rs. 225 Ready	Rs. 220 Ready.
Do. ... ... F. G....	.....	.....
Do. ... ... Good...	Rs. 228 March	Rs. 224 March
Barsee ... ... F.G. ...	.....	.....
Do. ... ... Good...	.....	.....
Oomrawuttee, Good Staple,... ... Fine ...	....	.....
,, ,, ... F.G. ...	Rs. 205 Rs. 208 Jan.-Feb.	Rs. 200 to Rs. 205 February
,, ,, ... Good...	....	.....
Khandeish .. .. Fine ..	....	.....
,, ... F.G. ...	Rs. 186 January-February	Rs. 182 February
,, ... Good ...	.....	.....
Belatee ... . Fine ...	,, 188 ,, ,,	,, 183 ,,
,, ... F.G. ..	,, 179 ,, ,,	,, 175 ,,
,, ... Good...	.....	.....
Dhollera .. .. Fine ..	Rs. 214 to Rs. 215 Feb-Mar	Rs. 210 to Rs. 211 Ready
,, ... F.G. ..	,, 207 to ,, 208 Apr.-May	,, 201 April-May
,, ... Good...	,, 202 to ,, 203 May	,, 196 May
Bengals ... ... Fine ..	,, 174 Ready	,, 172 Ready
,, ... F.G. ..	,, 155 ,,	,, 152 ,,
,, ... Good...	,, 146 ,,	,, 143 ,,
Dharwar (S.G.) ... . Good...	,, 211 April-May	,, 207 April-May
Westerns ... ... Good...	,, 201 ,, ,,	,, 198 ,, ,,
Gingelly seed, White (per cwt.)...	Rs. 8-1-0 Ready	Rs. 8-0-0 Ready
,, Mixed ,, ..	,, 7-6-0 ,,	,, 7-5-0 ,,
Linseed, Bold ,, ..	,, 7-0-6 ,,	,, 6-11-6 ,,
,, Small Seed ,, ..	.....	,, 6-11-0 ,,
Rapeseed, Guzerat Yellow ,, ...	,, 7-7-0 ,,	,, 7-5-0 ,,
,, Brown Delhi ,, ..	,, 6-12-0 ,,	,, 6-12-0 ,,
,, Yellow Cawnpore ,, ..	,, 7-4-0 April-May	,, 7-3-0 April-May
Poppy seed ,, ...	,, 8-14-6 Ready	,, 8-12-6 Ready
Groundnuts ,, ..	,, 6-14-0 ,,	,, 6-13-0 ,,
Castorseed, Bold Cawnpore ,, ...	,, ...	.....
,, Ordinary Quality F.A. ,, ...	,, 5-9-0 Ready	,, 4-13-0 Ready
Wheat, White Pessy ,,	,, 4-11-0 ,, 91 % Apl.-May ,, 4-10-0 ,, 85 % ,, ,,	Rs. 4-11-0 91 % April-May ,, 4-10-0 85 % ,, ,,
,, Jabalpur Pessy ,, ...	.....	.....
,, Ahmedabad (*Soft* Red) ,, ..	.....	.....
,, Hard Yellow ,,	..... 75 % Rs. 4-4-0 63 % March-April ..... 50 %	..... 75 % Rs. 4-4-6 63 % Mar.-Apri. ..... 50 %
,, Delhi, No. 1, White Pessy ,, ...	,, 4-10-0 April-May	Rs. 4-10-0 April-May
,, ,, Red ,, ..	.....	.....
,, Hard Red Khatha (75 %) ,, ..	,, 3-12-0 March	,, 3-12-0 Ready.
,, Nagpore Khathi ,, ..	.....	.....
Opium, (Malwa) per chest, Old	Rs. 1,435	Rs, 1,435
,, ,, ,, New	,, 1,400	,, 1,410
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 10ft.) via Suez Canal	£0 13s. 6d.	£0 14s. 6d.
,, Seeds and Wheat ,, ...	£0 13s. 0d.	£0 12s. 6d.
London—Measurement cargo, P. & O. Co. ,, ...	£1 5s. 0d.	£1 5s. 0d.
,, Seeds and Wheat do. ,, ...	£0 13s. 0d.	£0 13s. 6d.
,, Measurement cargo ,, ..	.....	.....
,, Seeds and Wheat ,, ...	.....	.....
Havre—Measurement cargo ,, ..	£0 14s. 0d.	£0 13s. 6d.
,, Seeds and Wheat ,, ..	£0 13s. 6d.	£0 13s. 0d.
Antwerp—Measurement cargo ,, ...	£0 13s 6d.	£0 12s. 6d.
,, Seeds and Wheat ,, ...	£0 13s. 0d.	£0 12s. 0d.
Hull ,, ..	£0 13s. 6d.	£0 13s. 0d.
Dunkirk ,, ..	£0 13s. 6d.	£0 12s. 6d.
Trieste & Venice—Measurement cargo ,, ..	£0 13s. 6d.	£0 14s. 0d.
,, ,, Seeds and Wheat ,, ..	£0 13s. 0d.	£0 13s. 6d.
Marseilles—Measurement cargo ,, ..	£0 13s. 0d.	£0 12s. 0d.
,, Seeds and Wheat ,, ..	£0 12s. 0d.	£0 12s. 0d.
Genoa—Measurement cargo ,, ..	£0 13s. 6d.	£0 13s. 0d.
,, Seeds and Wheat ,, ..	£0 13s. 0d.	£0 12s. 0d.
China Steamer (P. & O.)...	Rs. 10 to Rs. 12	Rs. 10 to Rs. 12
Japan do. (do.)...	,, 12	,, 12
Australia	,, 25 ,, ,, 35	,, 25 to ,, 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

QUOTATIONS.	Week ending 14th February.	Week ending 21st February.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 2 1/4d.	1s. 2 7/16d.
„ „ Sight	1s. 2 9/32d.	1s. 2 7/16d.
„ „ 3 m'ths' „	1s. 2 5/16d.	1s. 2 15/32d.
„ „ 4 „ „	.....	1s. 2 ½d.
„ „ 6 „ „	.....	1s. 2 17/32d.
First-class Credits 3 „ „	1s. 2 3/8d.	1s. 2 9/16d.
„ „ 4 „ „	.....	.....
„ „ 6 „ „	1s. 2 7/16d.	.....
Documents 3 „ „	1s. 2 13/32d.	1s. 2 19/32d.
„ 4 „ „	.....	.....
„ 6 „ „	1s. 2 15/32d.	.....
Paris Francs Mercantile Bills 3 „ „	1·51¼	1·53¼
„ „ 6 „ „	.....	.....
On Calcutta Bank Telegraphic Transfer	100 3/32	100 1/16
On China Mer'tile Bills, 30 days' Sight	Hongkong, Rs. 180 per 100 $; Shanghai, Rs. 250 per 100 Taels; Japan, Rs. 180 per 100 $.	Hongkong, Rs. 178½ per 100 $; Shanghai, Rs. 248 per 100 Taels; Japan Rs. 178¼, per 100 $.
English Bar Gold, 100 touch (per tola)	Rs. 26-15-0	Rs. 27--80
Sovereigns	„ 17-3-0	„ 16-15-0
Bar Silver	Rs. 93-6-0 Ready „ 93-4-0 Forward	Rs. 93-6-0 Ready „ 92-6-0 Forward.
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	7 to 8 per cent.	8 to 9 per cent.
„ of Interest on Demand Loans on Govt. Securities.	6 „ „	7 „ „
Rate of discount in the open market on Government Paper...	.....	.....
Money Market	Money in much stronger demand	Money in strong demand
GOVERNMENT SECURITIES.		
Three-and-a-half per cents. ...	Rs. 106-14-0	Rs. 107-0-0
IMPORTS.		
PIECE GOODS— Market	Moderate demand.	Moderate demand; easier owing to advance in exchange.
6½ to 7lbs. 34-38in. Grey Shrtgs. (per piece)	Rs. 3-8-0	Rs. 3-7-6
7½ to 8¼ lbs. „ „ „	„ 4-0-6	„ 4-0-0
2½ to 3 lbs. 28-30 in. Madapollams „	„ 1-14-0	Nominal.
No. 40s Mule Twist, (per lb.) ...	As. 9 to 9¼	As. 8¾ to 9
No. 30s Water „ „ ...	„ 8¼ to 9	„ 8¼ to 8¾
Copper Braziers, (in bundles) (per cwt.)	Rs. 45-10-0	Rs. 45-8-0
Yellow Metal, (in cases) „ ...	„ 37-8-0	„ 37-8-0
Welsh Bar Iron, (per candy of 746½ lbs.)	„ 30-4-0	„ 30-0-0 to 30-8-0
Staffordshire Bar Iron, „ „ ...	„ 40-0-0	„ 36 to Rs. 37
Swedish Bar Iron, „ „ ...	„ 51-8-0	„ 50 to „ 51
Davison's West Hartley Coal, (per ton) alongside.	Rs. 20 Ready ; „ 18 Forward	Rs. 19½ Ready ; „ 17½ Forward
Welsh Hartley Coal, (per ton) „	.....	Rs. 17 Forward.
Cardiff Coal, „ „	Rs. 21 Ready; „ 19 Forward.	Rs. 20 Ready ; „ 19½ Forward.
Singarini Coal, (per ton) Rail Delivery...	Rs. 14¼ to 14½ Ready	„ 14¼ to 14½ Ready.

mittee of the Chamber of Commerce during the Year 1896—*contd.*

Quotations.	Week ending 14th February.	Week ending 21st February.
EXPORTS.		
Cotton— Market	Quiet.	Quiet, with small business passing.
(Full-pressed; per candy of 784 lbs.)		
Broach ... ...Fine...	Rs. 222 Ready	Rs. 216 Ready
Do. ... ... F.G....	.....	,, 213 ,,
Do. ... ... Good..	Rs. 224 to Rs. 225 Mar.	,, 217 March
Barsee ... ... F.G....	.....	.....
Do. ... ... Good..	.....	Rs. 190 Ready
Oomrawuttee, Good Staple ... .. Fine	.....	Nominal
,, ,, ... F.G.....	Rs. 197 to Rs. 202 Feb.-Mar.	Rs. 193 Ready
,, ,, ... Good..	.....	,, 185 ,,
Khandeish ... . Fine..	.....	Nominal
,, ... F.G..	Rs. 180 February-March	Rs. 176 Ready
,, ... Good..	.....	,, 170 ,,
Belatee ... . Fine..	Rs. 179 February-March	,, 176 ,,
,, ... F.G. ..	,, 172 ,, ,,	,, 166 ,,
,, ... Good ..	.....	,, 160 ,,
Dhollera .. .. Fine....	,, 210 February	,, 205 ,,
,, ... F.G.....	,, 203 May	Rs. 196 to Rs. 197 Apl.-May
,, ... Good ..	,, 194 ,,	,, 186 ,, ,, 187 ,, ,,
Bengals ... . Fine....	,, 170 Ready	,, 168 Ready
,, ... F.G.	,, 150 ,,	,, 148 ,,
,, ... Good ..	,, 143 ,,	,, 140 ,,
Dharwar (S.G.). .. .. Good ..	,, 207 April-May	,, 200 May
Westerns .. .. Good ..	,, 197 ,, ,,	,, 195 ,,
Gingelly seed, White ... .. (per cwt.)..	Rs. 8-1-0 Ready	Rs. 8-0-0 Ready
,, Mixed ,, ...	,, 7-6-0 ,,	,, 7-8-0 ,,
Linseed, Bold ,, ...	,, 6-10-0 ,,	,, 6-8-0 ,,
,, Small Seed ,, ...	.....	....
Rapeseed, Guzerat Yellow ,, ...	,, 7-4-0 Ready	Rs. 7-7-0 Forward
,, Brown Delhi ,, ...	,, 6-11-0 ,,	,, 6-13-0 ,,
,, Yellow Cawnpore ,, ...	,, 7-4-0 April-May	,, 7-0-0 ,,
Poppy seed ,, ...	,, 8-12-0 ,, ,,	,, 8-14-0 Ready
Groundnuts ,, ...	,, 7-1-0 Ready	,, 7-7-6 ,,
Castorseed, Bold Cawnpore ,, ..	.....	...
,, Ordinary Quality F. A. ,, ..	,, 5-6-0 ,,	,, 5-7-0 Forward
Wheat, White Pessy ,,	,, 4-12-6 April-May 91 %	,, 4-12-0 91 % April
,, Jabalpur Pessy ,, ..	,, 4-11-6 ,, ,, 85 %	,, 4-11-0 85 % ,,
,, Ahmedabad (Soft Red) ,, ..	.....	,, 4-10-0 April
,, Hard Yellow ,,	..... 75 %	.....
	,, 4-8-0 63 % March	,, 4-10-0 75 % Feb.-Mar.
	..... 50 %	,, 4-8-0 63 % ,, ,,
,, Delhi No. 1, White Pessy ,, ...	Rs. 4-11-0 April-May	..... 50 %
,, ,, Red ,, ...	.....	,, 4-11-6 April-June
,, Hard Red Khatha (75%) ,, ...	Rs. 4-1-0 Ready	.....
,, Nagpore Khathi ,, ...	.....	Rs. 4-0-0 Ready
Opium, (Malwa) per chest, Old ...	Rs. 1,435	,, 4-6-0 March-April
,, ,, ,, New ...	,, 1,440	Rs. 1,470
FREIGHTS.	(Ready)	,, 1,415
Liverpool—Cotton, (per ton of 40ft.) via Suez Canal.	£0 14s. 0d.	(Ready)
,, Seeds and Wheat ,, ..	£0 13s. 0d.	£0 14s. 6d.
London—Measurement cargo, P. & O. Co. ,, ...	£1 5s. 0d.	£0 13s. 0d.
,, Seeds and Wheat do. ,, ...	£0 13s. 6d.	£1 5s. 0d.
,, Measurement cargo ,, ..	....	£0 13s. 6d.
,, Seeds and Wheat ,, .	.....	.....
Havre—Measurement cargo ,, ..	£0 14s. 6d.	....
,, Seeds and Wheat ,, ..	£0 14s. 0d.	£0 15s. 0d.
Antwerp—Measurement cargo ,, ...	£0 13s. 6d.	£0 13s. 6d.
,, Seeds and Wheat ,, ...	£0 13s. 0d.	£0 14s. 0d.
Hull ,, ..	£0 13s. 0d.	£0 13s. 6d.
Dunkirk ,, ...	£0 14s. 0d.	£0 13s. 6d.
Trieste & Venice—Measurement cargo ,, ...	£0 14s. 6d.	£0 14s. 6d.
,, ,, Seeds and Wheat ,, ...	£0 14s. 0d.	£0 14s. 0d.
Marseilles—Measurement cargo ,, ...	£0 13s. 0d.	£1 14s. 0d.
,, Seeds and Wheat ,, ..	£0 12s. 0d.	£0 12s. 6d.
Genoa—Measurement cargo ,, ...	£0 14s. 6d.	£0 12s. 0d.
,, Seeds and Wheat ,, ..	£0 14s. 0d.	£0 14s. 0d.
China Steamer (P. & O.)...	Rs. 10 to Rs. 12	£0 13s. 6d.
Japan do, do.	,, 12	Rs. 10 to Rs. 12
Australia	,, 25 to ,, 35	,, 12
		,, 25 to ,, 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 28th February.	Week ending 6th March.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 2 21/32d.	1s. 2 11/16d.
" " Sight	1s. 2 21/32d.	1s. 2 11/16d.
" " 3 m'ths' "	1s. 2 11/16d.	1s. 2 23/32d.
" " 4 " "	1s. 2 11/16d.	1s. 2 23/32d.
" " 6 " "	1s. 2 3/4d.	1s. 2 3/4d.
First-class Credits ... 3 " "	1s. 2 25/32d.	1s. 2 13/16d.
" " 4 " "	.....	.....
" " 6 " "	.....	.....
Documents... ... 3 " "	1s. 2 13/16d.	1s. 2 27/32d.
" 4 " "	.....	.....
" 6 " "	.....	.....
Paris Francs Mercantile Bills ... 3 " "	1·55⅝	1·56
" ... 6 " "	.....	.....
On Calcutta Bank Telegraphic Transfer	99 31/32	100 1/32
On China Mer'tile Bills, 30 days' Sight.	Hongkong, Rs. 177 per 100 $; Shanghai, Rs. 246 per 100 Taels; Japan, Rs. 177 per 100 $.	Hongkong, Rs. 179 per 100 $; Shanghai, Rs. 246 per 100 Taels; Japan, Rs. 179 per 100 $.
English Bar Gold, 100 touch (per tola)	Rs. 26-5-6	Rs. 26-5-6
Sovereigns	" 16-10-0	" 16-11-0
Bar Silver	" 99-13-0 Ready; " 92-10-0 Forward	" 93-2-0 Ready; " 92-6-0 Forward.
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	9 per cent.	9 per cent.
" of Interest on Demand Loans on Govt. Securities.	7 " "	7 " "
Rate of discount in the open market on Government Paper...	.....	.....
Money Market	Money scarce and in demand.	Money scarce, but market quiet.
GOVERNMENT SECURITIES.		
Three-and a-half per cents. ...	Rs. 107-6-0.	Rs. 107-0-0
IMPORTS.		
Piece Goods—Market.	Moderate demand; easier owing to advance in exchange.	Quiet and easier.
6½ to 7 lbs. 34-38 in. Grey Shrtgs. (per piece.)	Rs. 3-6-0	Rs. 3-5-0
7½ to 8½ lbs. " " "	" 3-14-0	" 3-13-0
2½ to 3 lbs. 28-30in. Madapollams "	" 1-12-6	" 1-12-0
No. 40s Mule Twist, (per lb.) ...	As. 8½ to 8¾	As. 8⅝ to 8¾
No. 30s Water " " ...	" 8 to 8¼	" 7⅞ to 8⅛
Copper Braziers, (in bundles) (per cwt.)	Rs. 44-8-0	Rs. 44-12-0
Yellow Metal, (") " ...	" 37-0-0	" 37-6-0
Welsh Bar Iron, (per candy of 746½ lbs.)	" 30-0-0	" 29-0-0
Staffordshire Bar Iron, " "	" 34 to Rs. 35	" 34-0-0
Swedish Bar Iron, " "	" 51-0-0	" 51-0-0
Davison's West Hartley Coal, (per ton) alongside.	Rs. 18¾ Ready; Rs. 17½ Forward.	Rs. 18½ Ready; Rs. 17½ Forward.
Welsh Hartley Coal, (per ton) "	Rs. 17 Forward.	Rs. 17 Forward.
Cardiff Coal, (") "	Rs. 20 Ready; Rs. 19½ Forward.	Rs. 19½ Ready; Rs. 19 Forward.
Singarini Coal, (per ton) Rail Delivery	" 14¼ to 14½ Ready.	" 14¼ to 14½ Ready.

mittee of the Chamber of Commerce during the Year 1896—*contd.*

Quotations.	Week ending 28th February.	Week ending 6th March.
EXPORTS.		
Cotton— Market.	Quiet and irregular.	Quiet, and ready rates very irregular.
(Full-pressed ; per candy of 784 lbs.)		
Broach, ... Fine...	Rs. 210 Ready	Rs. 200 Ready.
Do. ... ... F.G....	„ 207 „	„ 197 to Rs. 200, 25 Mar.
Do. ... ... Good...	Nominal	„ 200, 25th March
Barsee, ... F.G....	Rs. 196 Ready	„ 194 Ready
Do. ... ... Good...	„ 190 „	„ 185 „
Oomrawuttee, Good Staple ... .. Fine..	Nominal	Nominal
„ „ ... .. F.G....	Rs. 188 Ready	Rs. 185 Ready
„ „ .. .. Good...	„ 180 25th March	„ 177 „
Khandeish .. .. Fine...	Nominal	Nominal
„ ... . F.G....	Rs. 172 Ready	Rs. 170 Ready
„ .. .. Good..	„ 164 „	„ 162 „
Belatee .. .. Fine...	„ 172 „	„ 170 „
„ .. .. F.G....	„ 163 „	„ 162 „
„ .. .. Good..	„ 157 „	Nominal
Dhollera ... . Fine...	„ 198 „	„ 494 Ready
„ ... . F.G....	„ 188 „	„ 185 „
„ ... ... Good...	„ 183 25th May	„ 178, 25th March
Bengals, ... Fine...	„ 165 Ready	Rs. 163 Ready
„ ... . F.G....	„ 145 „	„ 144 „
„ .. .. Good...	„ 138 „	„ 136 to 138 Ready
Dharwar (S.G.) .. .. .. Good..	„ 197 May	„ 194 25th May
Westerns, ... Good..	„ 189 „	„ 186 „ „
Gingelly Seed, White (per cwt)...	Rs. 8-0-0 Ready	Rs. 7-14-0 Ready
„ Mixed „ ..	„ 7-9-0 „	„ 7-9-0 „
Linseed, Bold „ ..	„ 6-6-0 „	„ 6-6-0 „
„ Small Seed „ ...	.....	.....
Rapeseed, Guzerat Yellow „ ...	Rs. 7-5 0 Forward	Rs. 7-13-0 Ready
„ Brown Delhi „ ..	„ 6-12-0 „	„ 6-7-6 Forward
„ Yellow Cawnpore „ ..	„ 6-13-0 „	„ 6-10-6 „
Poppy seed „ ..	„ 8-6-0 Ready	„ 8-5-0 „
Groundnuts „ ...	„ 7-5-6 „	„ 7-4-6 Ready
Castorseed, Bold Cawnpore „ ...	.....	.....
„ Ordinary Quality, F.A. „ ...	Rs. 5-7-0 „	„ 5-6-6 Ready
Wheat, White Pessy „	„ 4-11-6 91 % March-April	Rs. 4-9-6 91 % Ready
	„ 4-10-6 85 % „ „	„ 4-8-6 85 % „
„ Jabalpur Pessy „ ...	„ 4-10-6 „ „	.....
„ Ahmedabad (Soft Red),, „ ...	„ 4-8-6 „ „	Rs. 4-8-6 Ready
„ Hard Yellow „	„ 4-8-0 75 % Ready	Rs. 4-2-6 75 % Ready
	„ 4-6-0 63 % „	„ 4-1-6 63 % „
	„ 4-4-0 50 % „	..... 50 % „
„ Delhi No. 1 White Pessy „ ...	„ 4-10-0 April-May	Rs. 4-7-3 Ready
„ „ Red „ ...	.....	.....
„ Hard Red Khatha (75 %) „ ...	Rs. 3-14-0 Ready	Rs. 3-11-6 Ready
„ Nagpore Khathi „ ..	„ 4-7-0 March-April	„ 4-1-6 „
Opium, (Malwa) per chest, Old	„ 1,470	„ 1,490
„ „ „ New	„ 1,410	„ 1,390
FREIGHTS.	(Ready.)	(Ready.)
Liverpool—Cotton, (per ton of 40 feet) via Suez Canal	£0 13s. 6d.	£0 13s. 6d.
„ Seeds and Wheat „ ...	£0 13s. 0d.	£0 12s. 6d.
London—Measurement cargo, P. & O. Co.,, ...	£1 5s. 0d.	£1 5s. 0d.
„ Seeds and Wheat do. „ ..	£0 13s. 6d.	£0 14s. 0d.
„ Measurement cargo „ ...	£0 13s. 6d.	.....
„ Seeds and Wheat „	£0 13s. 0d.	.....
Havre—Measurement cargo „ ...	.....	£0 14s. 0d. Nominal.
„ Seeds and Wheat „ ..	.....	£0 13s. 0d.
Antwerp—Measurement cargo „ ..	£0 13s. 0d.	£0 13s. 0d.
„ Seeds and Wheat „ ..	£0 13s. 0d.	£0 12s. 6d.
Hull „ ...	£0 13s. 6d.	£0 13s. 6d.
Dunkirk „ ..	£0 13s. 0d.	£0 12s. 6d.
Trieste & Venice—Measurement cargo „ ..	£0 13s. 6d.	£0 14s. 0d.
„ „ Seeds and Wheat „ ..	£0 13s. 6d.	£0 13s. 6d.
Marseilles—Measurement cargo „ ...	£0 13s. 0d.	£0 12s. 6d.
„ Seeds and Wheat „ ...	£0 12s. 0d.	£0 11s. 6d.
Genoa—Measurement cargo „ ...	£0 13s. 6d.	£0 13s. 6d.
„ Seeds and Wheat „ ...	£0 13s. 0d.	£0 13s. 0d.
China Steamer (P. & O.)..	Rs. 10 to Rs. 12	Rs. 10 to Rs. 12
Japan do. do.	„ 12	„ 12
Australia	„ 25 „ „ 35	„ 25 „ „ 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

QUOTATIONS.	Week ending 13th March.	Week ending 20th March.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 2 11/16d.	1s. 2 3/16d.
" " Sight	1s. 2 11/16d.	1s. 2 3/16d.
" " 3 m'ths' "	1s. 2 23/32d.	1s. 2 7/32d.
" " 4 " "	1s. 2 23/32d.	1s. 2 7/32d.
" " 6 " "	1s. 2 3/4d.	1s. 2 9/32d.
First-class Credits 3 " "	1s. 2 25/32d.	1s. 2 5/16d.
" " 4 " "	.....	.....
" " 6 " "	.....	.....
Documents... " 3 " "	1s. 2 13/16d.	1s. 2 11/32d.
" " 4 " "	.....	.....
" " 6 " "	.....	.....
Paris Francs Mer'tile Bills 3 " "	1·56	1·51
" " 6 " "	.....	.....
On Calcutta Bank Telegraphic Transfer...	100 1/16	100 1/32
On China Mer'tile Bills, 30 days' Sight.	Hongkong, Rs. 180½ per 100$; Shanghai, Rs. 219 per 100 Taels; Japan, Rs. 180½ per 100 $.	Hongkong, Rs. 183 per 100 $; Shanghai, Rs. 252 per 100 Taels; Japan, Rs. 183 per 100 $.
Eng. Bar Gold, 100 touch (per tola)	Rs. 26-6-0	Rs. 27-2-0
Sovereigns	" 16-9-0	" 17-2-0
Bar Silver	Rs. 92-2-0 Ready; " 92-0-0 Forward.	Rs. 93-8-0 Ready; " 94-0-0 Forward.
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills.	8 per cent.	7 to 8 per cent.
" of Interest on Demand Loans on Govt. Securities	7 " "	7 " "
Rate of discount in the open market on Government Paper ...	.....	.....
Money Market	Quiet.	Money in more request.
GOVERNMENT SECURITIES.		
Three-and-a-half per cents. ...	Rs. 107-7-0	Rs. 108-0-0
IMPORTS.		
PIECE GOODS— Market	Quiet; prices in buyers' favor.	Quiet but steady.
6¼ to 7 lbs. 34-38 in. Grey Shrtgs. (per piece).	Rs. 3-5-0	Rs. 3-5-0
7¼ to 8¼ lbs. " " "	" 3-13-0	" 3-13-0
2½ to 3lbs. 28-30 in. Madapollams "	" 1-12-0	" 1-12-0
No. 40s Mule Twist, (per lb.) ...	As. 8⅜ to 8⅝	As. 8⅜ to 8⅝
No. 30s Water " " ...	" 7⅞ to 8⅜	" 7⅞ to 8⅜
Copper Braziers (in bundles) (per cwt.)	Rs. 44-0-0	Rs. 44-2-0
Yellow Metal, (") " ...	" 36-14-0	" 37-0-0
Welsh Bar Iron, (per candy of 746½ lbs.).	Rs. 29-0-0	Rs. 29-0-0
Staffordshire Bar Iron, " " ...	" 34-0-0	" 33-0-0
Swedish Bar Iron, " " ...	" 51-0-0	" 51-0-0
Davison's West Hartley Coal (per ton) alongside.	Rs. 18¼ Ready; " 18 Forward.	Rs. 18½ Ready; " 18¼ Forward.
Welsh Hartley Coal, (per ton) "	Rs. 17 fwd.	Rs. 18 fwd.
Cardiff Coal, (") "	Rs. 19 rdy.; Rs. 19½ fwd.	" 20 rdy.; Rs. 20 fwd.
Singarini Coal, (per ton) Rail Delivery	" 14¼ to Rs. 14½ rdy.	Rs. 14¼ to Rs. 14½ rdy.

mittee of the Chamber of Commerce during the Year 1896—*contd.*

Quotations.	Week ending 13th March.	Week ending 20th March.
EXPORTS.		
Cotton— Market.	Firm with more doing; quotations very irregular.	Very firm, & quotations for ready cotton very nominal.
(Full-pressed ; per candy 784lbs.)		
Broach, ... Fine...	Rs. 205 Ready	Rs. 208 Ready.
Do. ... ... F.G....	„ 202 Ready	„ 205 „
Do. ... ... Good..	Nominal	„ 203 „
Barsee ... ... F.G....	Rs. 198 Ready	„ 202 „
Do. ... ... Good ..	„ 190 „	„ 194 „
Oomrawuttee, Good Staple ... ... Fine ..	Nominal	Nominal
„ „ ... ... F.G. ...	Rs. 190 Ready	Rs. 197 Ready.
„ „ ... ... Good...	„ 184 „	„ 187 „
Khandeish .. .. Fine ...	Nominal	Nominal
„ ... ... F.G. ..	Rs. 173 Ready	Rs. 178 Ready
„ ... . Good ...	„ 165 „	„ 173 „
Belatee .. .. Fine ...	„ 173 to 175 Ready	„ 178 „
„ ... . F.G. ...	„ 163 „ 165 „	„ 170 „
„ ... . Good ..	Nominal	„ 165 „
Dholiera .. .. Fine ..	Rs. 198 Ready	„ 202 „
„ ... ... F.G.	„ 188 „	„ 192 „
„ .. .. Good	„ 182 „	„ 190 25th May
Bengals .. .. Fine ..	„ 168 „	„ 174 Ready
„ ... . F.G. ..	„ 153 „	„ 156 „
„ ... ... Good..	„ 145 „	„ 148 „
Dharwar (S.G.) .. .. Good..	„ 196 25th May	„ 200 25th May
Westerns „ ... ... Good...	„ 186 „	„ 190 „ „
Gingelly Seed White (per cwt)...	„ 7-14-0 „	„ 8-1-0 Ready
„ Mixed „ ...	„ 7-9-0 Ready	„ 7-12-6 „
Linseed, Bold „ ...	„ 6-11-0 „	„ 6-13-0 „
„ Small Seed „ ..	.....	.....
Rapeseed, Guzerat Yellow „ ..	Rs. 7-0-0 Ready	Rs. 7-1-0 Ready
„ Brown Delhi „ ..	„ 6-8-0 Forward	„ 6-7-0 Forward
„ Yellow Cawnpore „ ..	„ 6-11-0 „	„ 6-12-0 „
Poppy seed „ ...	„ 8-6-0 „	„ 8-9-0 „
Groundnuts „ ...	„ 7-6-6 Ready	„ 7-6-6 Ready
Castorseed, Bold Cawnpore „ ..	.....	.....
„ Ordinary Quality, F.A „ ..	Rs. 5-7-6 Ready	Rs. 5-7-0 Ready
Wheat, White Pessy „	„ 4-8-0 91 % Ready / „ 4-7-0 85 % „	„ 4-7-6 91 % Ready / „ 4-7-0 85 % „
„ Jabalpur Pessy „ ...	.....	.....
„ Ahmedabad (Soft Red) „ ..	Rs. 4-8-0 Ready	Rs. 4-7-0 Ready
„ Hard Yellow „	„ 4-2-6 75 % Ready / „ 4-1-6 63 % „ / „ 4-0-0 50 % „	„ 4-2-6 75 % Ready / „ 4-1-6 63 % „ / „ 4-0-0 50 % „
„ Delhi No. 1, White Pessy „ ...	„ 4-8-0 April-May	„ 4-8-6 Ready
„ „ Red „ ...	.....	.....
„ Hard Red Khatha, (75 %) „ ...	Rs. 3-12-6 Ready	Rs. 3-13-0 Ready
„ Nagpore Khathi „ ...	„ 4-1-0 „	„ 4-2-0
Opium, (Malwa) per chest, Old	„ 1,410	„ 1,476
„ „ „ New	„ 1,380	„ 1,370
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton (per ton of 40 ft.,) via Suez Canal.	£0 12s. 6d.	£0 12s. 6d.
„ Seeds and Wheat „ ...	£0 12s. 0d.	£0 11s. 0d.
London—Measurement cargo, P. & O. Co. „ ...	£1 0s. 0d.	£1 0s. 0d.
„ Seeds and Wheat do. „ ..	£0 13s. 6d.	£0 12s. 0d.
„ Measurement cargo „ ...	.....	£0 12s. 6d.
„ Seeds and Wheat „ ...	..	£0 11s. 0d.
Havre—Measurement cargo „ ...	£0 13s. 6d.	£0 13s. 0d.
„ Seeds and Wheat „ ..	£0 13s. 0d.	£0 11s. 0d.
Antwerp—Measurement cargo „ ...	£0 12s 6d.	£0 13s. 0d.
„ Seeds and Wheat „ ...	£0 12s. 0d.	£0 10s. 0d.
Hull „ ...	£0 13s. 6d.	.....
Dunkirk „ ...	£0 12s. 0d.	£0 11s. 0d.
Trieste and Venice—Measurement cargo „ ...	£0 13s. 0d.	£0 13s. 6d.
„ Seeds and Wheat „ ...	£0 13s. 0d.	£0 12s. 6d.
Marseilles—Measurement cargo „ ...	£0 12s. 0d.	£0 8s. 0d.
„ Seeds and Wheat „ ...	£0 10s. 0d.	£0 8s. 0d.
Genoa—Measurement cargo „ ..	£0 12s. 6d.	£0 12s. 6d.
„ Seeds and Wheat „ ...	£0 12s. 0d.	£0 11s. 6d.
China Steamer (P. & O.)	Rs. 10 to Rs. 12.	Rs. 10 to Rs. 12
Japan do. do.	„ 12	„ 12
Australia	„ 25 „ „ 35.	„ 25 „ „ 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 27th March.	Week ending 2nd April.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 2 5/16d.	1s. 2 9/32d.
" " Sight	1s. 2 5/16d.	1s. 2 5/16d.
" " 3 m'ths' "	1s. 2 11/32d.	1s. 2 11/32d.
" " 4 " "	1s. 2 11/32d.	1s. 2 11/32d.
" " 6 " "	1s. 2 3/8d.	.....
First-class Credits ...3 " "	1s. 2 13/32d.	1s. 2 3/8d.
" " 4 " "	.....	.....
" " 6 " "	.....	.....
Documents 3 " "	1s. 2 7/16d.	1s. 2 13/32d.
" " 4 " "	.....	.....
" " 6 " "	.....	.....
Paris Francs Mercantile Bills...3 " "	1·51¼	1·51¼
" " ...6 " "	.....	.....
On Calcutta Bank Telegraphic Transfer	99 15/16	99 15/16
On China Mer'tile Bills, 30 days' Sight.	Hongkong, Rs. 183 per 100 $; Shanghai, Rs. 252 per 100 Taels; Japan, Rs. 183 per 100 $.	Hongkong, Rs. 185 per 100 $; Shanghai, Rs. 253 per 100 Taels; Japan, Rs. 185 per 100 $.
English Bar Gold, 100 touch (per tola)	Rs. 26-10-0	Rs. 26-15-0
Sovereigns	" 16-15-0	" 16-15-0
Bar Silver	Rs.92-4-0 rdy; Rs.92-12-0 frd.	Rs. 92-4-0 rdy; Rs. 93-2-0 fwd.
RATES OF DISCOUNT.		
Bank Rate of Disct. on PrivateBills	8 per cent.	9 per cent.
" of Interest on Demand Loans on Govt. Securities	7 "	7 "
Rate of discount in the open market on Government Paper...	.....	.....
Money Market	Money scarce and in active demand.	Money very scarce.
GOVERNMENT SECURITIES.		
Three-and-a-half per cents. ...	Rs. 107-13-0	Rs. 107-8-0
IMPORTS.		
Piece Goods— Market	Quiet but steady.	Quiet but steady.
6½ to 7 lbs. 34-38in. Grey Shrtgs., (per piece.)	Rs. 3-5-0	Rs. 3-5-3
7½ to 8½lbs. " " "	" 3-13-0	" 3-13-3
2½ to 3 lbs. 28-30 in. Madapollams "	" 1-12-0 Nominal	" 1-12-0 Nominal
No. 40s Mule Twist, (per lb.) ...	As. 8⅜ to 8⅝	As. 8⅜ to 8⅝
No. 30s Water " " ...	" 7⅞ to 8⅛	" 7⅞ to 8⅛
Copper Braziers, (in bundles) (per cwt)	Rs. 44-0-0	Rs. 45-4-0
Yellow Metal, (") " ...	" 37-0-0	" 37-8-0
Welsh Bar Iron, (per candy of 746½ lbs.)	" 29-8-0	" 29-8-0
Staffordshire Bar Iron, " "	" 33-8-0	" 34-0-0
Swedish Bar Iron, " "	" 51-0-0	" 51-0-0
Davison's West Hartley Coal (per ton) alongside.	Rs. 19 Ready; " 19 Forward.	Rs. 19 Ready; " 19 Forward.
Welsh Hartley Coal, (per ton) "	Rs. 18½ Forward.	Rs. 18½ fwd.
Cardiff Coal, (") "	" 20¼ rdy.; Rs. 20½ fwd.	" 20 rdy.; Rs. 20½ fwd.
Singarini Coal, (per ton) Rail Delivery...	" 14¼ to Rs. 14½ rdy.	" 14¼ to Rs. 14½ rdy.

mittee of the Chamber of Commerce during the Year 1896—*contd.*

QUOTATIONS.	Week ending 27th March.	Week ending 2nd April.
EXPORTS.		
COTTON— Market.	Quiet and easier.	Steady; ready rates rather irregular.
(Full-pressed; per candy of 784 lbs.)		
Broach ... ... Fine...	Rs. 204 Ready	Rs. 208 Ready
,, ... F.G....	,, 200 ,,	,, 205 ,,
,, ... Good...	Nominal	Nominal
Barsee ... ... F.G....	Rs. 200 Ready	Rs. 200 Ready
,, ... Good...	,, 192 ,,	,, 192 ,,
Oomrawuttee, Good Staple, ... Fine ..	Nominal	Nominal
,, ,, ... F.G. ...	Rs. 195 Ready	Rs. 195 Ready
,, ,, ... Good ...	,, 185 ,,	,, 185 ,,
Khandeish, ... Fine ...	Nominal	Nominal
,, ... F.G. ...	Rs. 176 Ready	Rs. 177 Ready
,, ... Good...	,, 170 ,,	,, 171 ,,
Belatee, ... Fine ...	,, 177 ,,	,, 177 ,,
,, ... F.G. ...	,, 170 ,,	,, 167 ,,
,, ... Good ..	,, 164 ,,	,, 161 ,,
Dhollera, ... Fine ...	,, 197 ,,	,, 199 ,,
,, ... F.G. ...	,, 185 ,,	,, 187 ,,
,, ... Good ...	,, 180 ,,	,, 182 ,,
Bengals, ... Fine ...	,, 167 ,,	,, 170 ,,
,, ... F.G. ..	,, 151 ,,	,, 154 ,,
,, ... Good ...	,, 145 ,,	,, 146 ,,
Dharwar (S.G.) .. .. Good ...	,, 198 25th May	,, 197 ,,
Westerns ... . Good ..	,, 188 ,, ,,	Nominal
Gingelly Seed, White (per cwt.)...	,, 8-2-0 Ready	Rs. 8-6-6 Ready
,, Mixed ,, ..	,, 7-13-0 ,,	.....
Linseed, Bold ,, ..	,, 6-10-0 ,,	Rs. 6-10-0 Ready
,, Small Seed ,, ...	....	.....
Rapeseed, Guzerat Yellow ,, ...	Rs. 7-0-0 Ready	Rs. 7-0-0 Ready
,, Brown Delhi ,, ...	,, 6-5-6 Forward	,, 6-6-0 ,,
,, Yellow Cawnpore ,, ..	,, 6-10-0 Ready	,, 6-9-0 ,,
Poppyseed ,, ..	,, 8-7-6 ,,	,, 8-7-0 ,,
Groundnuts ,, ...	,, 7-6-6 ,,	,, 7-4-0 ,,
Castorseed, Bold Cawnpore ,, ...	,, ...	.....
,, Ordinary Quality, F. A. ,, ...	Rs. 5-6-6 Ready	Rs. 5-6-0 Ready
Wheat, White Pessy ,, ...	{ Rs. 4-7-0 91 % Ready { ,, 4-6-0 85 % ,,	{ Rs. 4-7-6 91 % Ready { ,, 4-6-6 85 % ,,
,, Jabalpur *Pessy* ,, ..	....	.....
,, Ahmedabad (Soft Red) ,, ...	Rs. 4-6-0 Ready	Rs. 4-6-0 Ready
,, Hard Yellow ,, ..	{ Rs. 4-2-6 75 % Ready { ,, 4-1-6 63 % ,, { ,, 4-0-6 50 % ,,	{ Rs. 4-3-0 75 % Ready { ,, 4-2-0 63 % ,, { ,, 4-1-0 50 % ,,
,, Delhi No. 1, White Pessy ,, ..	,, 4-8-0 April-May	Rs. 4-8-6 April-May
,, ,, Red ,, ..	,, 4-5-0 May-June	,, 4-5-0 May-June
,, Hard Red Khatha (75%) ,, ...	Rs. 3-12-0 Ready	,, 3-12-0 Ready
,, Nagpore Khathi ,, ..	,, 4-2-0 ,,	,, 4-2-0 ,,
Opium, (Malwa) per chest, Old	,, 1,470	,, 1,430
,, ,, ,, New	,, 1,370	,, 1,330
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40 ft.) via Suez Canal	£0 10s. 6d.	£0 10s. 0d.
,, Seeds and Wheat ,, ..	£0 7s. 6d.	£0 8s. 0d.
London—Measurement cargo, P.&O.Co. ,, ..	£1 2s. 6d.	£1 0s. 0d.
,, Seeds and Wheat do. ,, ...	£0 11s. 0d.	£0 11s. 0d.
,, Measurement cargo ,, ...	£0 10s. 6d.	£0 9s. 6d.
,, Seeds and Wheat ,, ..	£0 9s. 6d.	£0 9s. 6d.
Havre—Measurement cargo ,, ..	£0 10s. 6d.	£0 9s. 6d.
,, Seeds and Wheat ,, ..	£0 9s. 6d.	£0 9s. 6d.
Antwerp—Measurement cargo ,, ...	£0 10s. 6d.	£0 8s. 6d.
,, Seeds and Wheat ,, ..	£0 9s. 0d.	£0 8s. 6d.
Hull—Measurement Cargo ,, ...	£0 10s. 0d.	£0 10s. 0d.
,, Seeds ,, ...	£0 9s. 6d.	....
Dunkirk ,, ..	£0 9s. 6d.	£0 9s. 0d.
Trieste & Venice—Measurement cargo ,, ...	£0 13s. 0d.	£0 11s. 6d.
,, Seeds and Wheat ,, ..	£0 12s. 6d.	£0 11s. 6d.
Marseilles—Measurement cargo ,, ...	£0 10s. 0d.	£0 8s. 0d.
,, Seeds and Wheat ,, ..	£0 8s. 0d.	£0 8s. 0d.
Genoa—Measurement cargo ,, ...	£0 10s. 6d.	£0 8s. 6d.
,, Seeds and Wheat ,, ..	£0 9s. 0d.	£0 8s. 6d.
China Steamer (P. & O.)	Rs. 10 to Rs. 12	Rs. 10 to Rs. 12
Japan do, (do.)	,, 12	,, 12
Australia	,, 25 ,, ,, 35	,, 35 ,, ,, 45

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 10th April.	Week ending 17th April.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer ...	1s. 2 9/32d.	1s. 2 3/32d.
„ „ Sight	1s. 2 5/16d.	1s. 2 3/32d.
„ „ 3 m'ths' „	1s. 2 11/32d.	1s. 2 1/8d.
„ „ 4 „ „	1s. 2 11/32d.	1s. 2 1/8d.
„ „ 6 „ „	1s. 2 3/8d.	1s. 2 5/32d.
First-class Credits... 3 „ „	1s. 2 13/32d.	1s. 2 3/16d.
„ „ 4 „ „	.....	.....
„ „ 6 „ „	.....	.....
Documents ... ... 3 „ „	1s. 2 7/16d.	1s. 2 7/32d.
„ „ 4 „ „	.....	.....
„ 6 „ „	.....	.....
Paris Francs Mercantile Bills... 3 „ „	1·51¼	1·49¼
„ 6 „ „	.....	.....
On Calcutta Bank Telegraphic Transfer.	99 15/16	100
On China Mer'tile Bills, 30 days' Sight.	Hongkong, Rs. 183 per 100 $; Shanghai, Rs. 253 per 100 Taels; Japan, Rs. 183 per 100 $.	Hongkong, Rs. 181 per 100 $; Shanghai, Rs. 254 per 100 Taels; Japan, Rs. 185 per 100 $.
Eng. Bar Gold, 100 touch (per tola)	Rs. 26-14-0	Rs. 27-1-0
Sovereigns	„ 16-14-6	„ 17-2-6
Bar Silver	Rs. 92-12-0 Ready; „ 93-6-0 Forward.	Rs. 93-14-0 Ready; „ 94-2-0 Forward.
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	8 to 9 per cent.	7 to 8 per cent.
„ of Interest on Demand.		
Loans on Govt. Securities.	7 „ „	7 „ „
Rate of discount in the open Market on Government Paper.	.....	6 „ „
Money Market	Money still scace, but demand somewhat quieter.	Quiet, but money rather scarce.
GOVERNMENT SECURITIES.		
Three-and-a-half per cents. ...	Rs. 108-1-0	Rs. 108-4-0
IMPORTS.		
Piece Goods— Market.	Moderate demand.	
6½ to 7lbs. 34-38in. Grey Shrtgs. (per piece)	Rs. 3-6-0	Little enquiry. Rs. 3-7-0
7½ to 8¼lbs. „ „ „	„ 3-13-6	„ 3-13-6
2½ to 3lbs. 28-30in. Madapollams „	„ 1-12-0 Nominal.	„ 1-12-0 Nominal.
No. 40s Mule Twist, (per lb.) ...	As. 8 5/8 to 8⅝	As. 8¼ to 8¾
No. 30s Water „ „ ...	„ 7⅞ to 8⅜	„ 8 to 8¼
Copper Braziers, (in bundles) (per cwt.)	Rs. 45-0-0	Rs. 46-0-0
Yellow Metal, („) „ ...	„ 37-10-0	„ 38-0-0
Welsh Bar Iron, (per candy of 746½ lbs.)	„ 30-0-0	„ 30-0-0
Staffordshire Bar Iron, „ „	„ 34-0-0	„ 33-8-0
Swedish Bar Iron, „ „	„ 51-0-0	„ 48-0-0 to Rs. 50-0-0
Davison's West Hartley Coal, (per ton) alongside.	„ 18¾ rdy; 18¾ fwd.	Rs. 18¾ Ready; „ 18¾ Forward.
Welsh Hartley Coal, (per ton) „	„ 18 Forward.	Rs. 18¼ Forward.
Cardiff Coal, („) „	„ 20 rdy; 19¾ fwd.	„ 20 rdy. 20 forward.
Singarini Coal (per ton) Rail Dly.	„ 14¼ to 14½ Ready.	„ 14¼ to 14½ Ready.

mittee of the Chamber of Commerce during the Year 1896—*contd.*

Quotations.	Week ending 10th April.	Week ending 17th April.
EXPORTS.		
Cotton— Market.	Quiet but steady.	Quiet but steady.
(Full pressed; per candy of 784 lbs.)		
Broach, ... Fine...	Rs. 211 Ready	Rs. 210 Ready
,, ... F.G....	,, 207 ,,	,, 206 ,,
,, ... Good...	,, 205 ,,	,, 204 ,,
Barsee ... ... F.G....	,, 200 ,,	,, 200 ,,
,, ... Good...	,, 194 ,,	,, 194 ,,
Oomrawuttee, Good Staple, ... Fine ...	Nominal	Nominal
,, ,, ... F.G. ...	Rs. 192 Nominal	Rs. 190 Nominal Ready
,, ,, ... Good ...	,, 182 Ready	,, 180 Ready
Khandeish, ... Fine ...	Nominal	Nominal
,, ... F.G. ...	Rs. 177 Ready	Rs. 177 Ready
,, ... Good ...	,, 171 ,,	,, 171 ,,
Belatee, ... Fine ...	,, 175 ,,	,, 175 to Rs. 176 Ready
,, ... F.G. ...	,, 165 ,,	,, 165 to ,, 167 ,,
,, ... Good ...	,, 160 ,,	,, 160 to ,, 162 ,,
Dhollera, ... Fine ...	,, 200 ,,	,, 198 Ready
,, ... F.G. ...	,, 188 ,,	,, 186 ,,
,, ... Good ...	,, 182 ,,	,, 178 ,,
Bengals, ... Fine ...	,, 169 ,,	,, 168 ,,
,, ... F.G. ...	,, 153 ,,	,, 153 ,,
,, ... Good ...	,, 146 ,,	,, 146 ,,
Dharwar (S.G.) .. .. Good ...	,, 196 ,,	,, 196 ,,
Westerns, ... Good ...	Nominal	Nominal
Gingelly seed, White (per cwt.)...	Rs. 8-6-0 Ready	Rs. 8-5-0 Ready
,, Mixed ,, ..	,, 7-15-0 ,,	.....
Linseed, Bold ,, ..	,, 6-11-6 ,,	Rs. 6-13-6 Ready
,, Small Seed ,, ..	.....	.....
Rapeseed, Guzerat Yellow ,, ..	Rs. 6-14-0 Ready	Rs. 7-0-0 Ready
,, Brown Delhi ,, ..	,, 6-7-0 ,,	,, 6-7-9 ,,
,, Yellow Cawnpore ,, ..	,, 6 10-0 ,,	,, 6-10-6 ,,
Poppy seed ,, ..	,, 8-2-0 ,,	,, 8-3-0 ,,
Groundnuts ,, ..	,, 7-5-0 ,,	,, 7-8-0 ,,
Castor Seed, Bold Cawnpore ,, ...	.....	.....
,, Ordinary Quality, F.A. ,, ...	Rs. 5-5-0 Ready	Rs. 5-4-0 Ready
Wheat, White Pessy ,,	,, 4-9-6 91 % Ready ,, 4-8-6 85 % ,,	,, 4-9-6 91 % ,, ,, 4-9-0 85 % ,,
,, Jabalpur Pessy ,, ..	....	,, 4-10-0 ,,
,, Ahmedabad (Soft Red) ,, ..	Rs. 4-8-6 Ready	,, 4-8-6 Ready
,, Hard Yellow ,,	,, 4-4-0 75 % Ready ,, 4-2-6 63 % ,, ,, 4-2-0 50 % ,,	,, 4-4-0 75 % ,, ,, 4-2-6 63 % ,, ,, 4-1-0 50 % ,,
,, Delhi No. 1, White Pessy ,, ..	,, 4-9-0 April-May	,, 4-9-0 April-May
,, ,, Red ,, ...	,, 4-5-0 May-June	,, 4-5-0 May-June
,, Hard Red Khatha (75 %) ,, ..	,, 3-12-0 Ready	,, 3-14-0 Ready
,, Nagpore Khathi ,, ..	,, 4-4-0 ,,	,, 4-5-6 ,,
Opium (Malwa) per chest, Old	,, 1,370	,, 1,430
,, ,, ,, New	,, 1,330	,, 1,350
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40 ft.) via Suez Canal	£0 10s. 0d.	£0 10s. 0d.
,, Seeds and Wheat ,, ..	£0 7s. 0d.	£0 8s. 0d.
London—Measurement cargo P. & O. Co. ,, ..	£1 0s. 0d.	£1 0s. 0d.
,, Seeds and Wheat do. ,, ..	£0 10s. 0d.	£0 10s. 0d.
,, Measurement cargo ,, ..	£0 9s. 6d.	.....
,, Seeds and Wheat ,, ..	£0 9s. 6d.	.....
Havre—Measurement cargo ,, ..	£0 10s. 0d.	£0 9s. 0d.
,, Seeds and Wheat ,, ..	£0 8s. 6d.	£0 8s. 6d.
Antwerp—Measurement cargo ,, ..	£0 9s. 0d.	£0 8s. 6d.
,, Seeds and Wheat ,, ..	£0 8s. 0d.	£0 8s. 0d.
Hull—Measurement cargo ,, ..	£0 9s. 6d.	£0 9s. 6d.
Dunkirk ,, ..	£0 8s. 6d.	£0 8s. 0d.
Trieste & Venice—Measurement cargo. ,, ..	£0 12s. 6d.	£0 10s. 0d.
,, ,, Seeds and Wheat ,, ..	£0 11s. 0d.	£0 10s. 0d.
Marseilles—Measurement cargo ,, ..	£0 9s. 0d.	£0 7s. 6d.
,, Seeds and Wheat ,, ..	£0 7s. 0d.	£0 7s. 6d.
Genoa—Measurement cargo ,, ..	£0 9s. 0d.	£0 8s. 6d.
,, Seeds and Wheat ,, ..	£0 8s. 6d.	£0 8s. 0d.
China Steamer (P. & O.)	Rs. 10 to Rs. 12	Rs. 10 to Rs. 12
Japan do. (do.)	,, 12	,, 12
Australia	,, 35 to ,, 15	,, 35 to ,, 15

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 24th April.	Week ending 1st May.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 2 3/32d.	1s. 2 1/8d.
" " Sight	1s. 2 1/8d.	1s. 2 1/8d.
" " 3 m'ths' "	1s. 2 5/32d.	1s. 2 5/32d.
" " 4 " "	1s. 2 5/32d.	1s. 2 5/32d.
" " 6 " "	1s. 2 3/16d.	1s. 2 3/16d.
First-class Credits 3 " "	1s. 2 3/16d.	1s. 2 7/32d.
" " 4 " "	.....	.....
" " 6 " "	.....	.....
Documents " 3 " "	1s. 2 7/32d.	1s. 2 1/4d.
" " 4 " "	.....	.....
" " 6 " "	.....	.....
Paris Francs Mercantile Bills ...3 " "	1·49 1/4	1·49 1/4
" " 6 " "	.....	.....
On Calcutta Bank Telegraphic Transfer	100 1/32	100
On China Mer'tile Bills, 30 days' Sight	Hongkong, Rs. 184½ per 100$; Shanghai, Rs. 255 per 100 Taels; Japan, Rs. 184½ per 100 $.	Hongkong, Rs. 185 per 100$; Shanghai, Rs 256 per 100 Taels; Japan, Rs. 186 to 187 per 100 $.
Eng. Bar Gold, 100 touch (per tola)	Rs. 27-3-6	Rs. 27-4-3
Sovereigns	" 17-2-0	" 17-0-0
Bar Silver	" 93-12-0 Ready; " 94-0-0 Forward.	" 94-2-0 Ready; " 94-6-0 Forward.
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills	7 to 8 per cent.	7 to 8 per cent.
" of Interest on Demand Loans on Govt. Securities.	7 " "	7 " "
Rate of interest in the open market on Government Paper...	5 " "	5 to 6 " "
Money Market	Scarce, but not in strong demand.	Money still scarce, but market quiet.
GOVERNMENT SECURITIES.		
Three-and-a-half per cents. ...	Rs. 108-15-0	Rs. 109-8-0
IMPORTS.		
Piece Goods— Market	Little enquiry.	Very quiet.
6½ to 7 lbs. 34-38 in. Grey Shrtgs. (per piece)	Rs. 3-7-0	Rs. 3-7-0
7½ to 8¼ lbs. " " "	" 3-13-6	" 3-13-0
2½ to 3lbs. 28-30 in. Madapollams "	" 1-12-0 Nominal.	" 1-12-0 Nominal.
No. 40s Mule Twist, (per lb.) ...	As. 8½ to 8¾	As. 8½ to 8¾
No. 30s Water " " ...	" 8 to 8½	" 8 to 8½
Copper Braziers, (in bundles) (per cwt.)	Rs. 46-0-0	Rs. 45-4-0
Yellow Metal, (") " ..	" 38-2-0	" 38-4-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 31-0-0 to Rs. 32-0-0	Rs. 31-0-0 to Rs. 31-8-0
Staffordshire Bar Iron, " " ...	" 34-0-0 to " 35-0-0	" 33-0-0 to " 34-0-0
Swedish Bar Iron, " " ...	" 48-0-0 to " 51-0-0	" 49-0-0 to " 51-0-0
Davison's West Hartley Coal, (per ton) alongside.	(Ready) (Forward) Rs. 18¾ Rs. 18¾	(Ready) (Forward). Rs. 19 Rs. 19
Welsh Hartley Coal, (per ton) "	" 18½ Forward	... " 18½
Cardiff Coal, (") "	" 20 Rdy. Rs. 20 Fwd.	Rs. 20¼ " 20½
Singarini Coal, (per ton) Rail Delivery.	" 14¼ to 14½ Ready.	" 14¼ to Rs. 14½ Ready

mittee of the Chamber of Commerce during the Year 1896—*contd.*

Quotations.	Week ending 24th April.	Week ending 1st May.
EXPORTS.		
Cotton— Market	Quiet but steady.	Quiet.
(Full pressed ; per candy of 784 lbs.)		
Broach, ... Fine...	Rs. 206 to Rs.207 Ready	Rs. 207 Ready.
,, ... F.G....	,, 202 to ,, 203 ,,	,, 203 ,,
,, ... Good ..	Nominal	Nominal
Barsee, ... F.G....	Nominal	Nominal.
,, ... Good...	Rs. 194 to Rs. 195 Ready	Rs. 195 Ready.
Oomrawuttee, Good Staple ... Fine ...	Nominal	Nominal
,, ,, ... F.G. ...	Rs. 190 Ready	Rs. 187 to Rs. 188 Ready.
,, ,, ... Good ..	,, 180 ,,	,, 180 to ,, 181 ,,
Khandeish, ... Fine ..	Nominal	Nominal
,, ... F.G ...	Rs. 177 Ready	Rs. 174 to Rs. 175 Ready.
,, ... Good ..	,, 171 ,,	,, 167 to ,, 168 ,,
Belatee, ... Fine ..	,, 176 ,,	,, 175 to ,, 176 ,,
,, ... F.G. ...	,, 170 ,,	,, 169 to ,, 170 ,,
,, ... Good ..	,, 164 ,,	Nominal
Dhollera, ... Fine ...	,, 196 ,,	Rs. 195 Ready.
,, ... F.G. ...	,, 180 ,,	,, 176 ,,
,, ... Good ...	,, 173 ,,	,, 170 ,,
Bengals, ... Fine ..	,, 167 ,,	,, 167 ,,
,, ... F.G. ...	,, 153 ,,	,, 153 ,,
,, ... G od ...	,, 146 ,,	,, 146 ,,
Dharwar (S.G.) ... . Good ...	,, 194 ,,	,, 192 to Rs. 193 Ready.
Westerns ... . Good ..	,, 181 25th May (Ready)	,, 182 to Rs. 183 ,, (Ready)
Gingelly seed, White (per cwt.)	Rs. 8-3-0 Ready	Rs. 8-6-0 Ready
,, Mixed ,, ..	.....	.....
Linseed, Bold ,, ..	Rs. 6-13-6 Ready	Rs. 6-15-0 Ready
,, Small Seed ,, ..	.....	.....
Rapeseed, Guzerat Yellow ,, ..	Rs. 7-1-0 Ready	Rs. 7-1-0 Ready
,, Brown Delhi ,, ..	,, 6-9-0 ,,	,, 6-10-6 ,,
,, Yellow Cawnpore ,, ..	,, 6-13-0 ,,	,, 6-14-0 ,,
Poppy seed ,, ..	,, 8-4-0 ,,	,, 8-5-0 ,,
Groundnuts ,, ..	,, 7-8-6 ,,	,, 7-6-0 ,,
Castorseed, Bold Cawnpore ,, ...	.....	.....
,, Ordinary Quality, F.A. ,, ...	Rs. 5-4-0 Ready	Rs. 5-4-0 Ready
Wheat, White Pessy ,,	,, 4-9-6 91 % ,, / ,, 4-9-0 85 % ,,	,, 4-9-6 91 % ,, / ,, 4-6-8 85 % ,,
,, Jabalpur Pessy ,, ..	,, 4-10-0 Ready	,, 4-8-6 ,,
,, Ahmedabad, (Soft Red) ,, ..	,, 4-8-6 ,,	,, 4-7-6 ,,
,, Hard Yellow ,,	..... 75 % ,, / ,, 4-5-6 63 % ,, / ,, 4-4-6 50 % ,,	,, 4-8-0 75 % ,, / ,, 4-7-0 63 % ,, / ,, 4-6-0 50 % ,,
,, Delhi No.1, White Pessy ,, ..	,, 4-9-0 May	,, 4-10-3 ,,
,, ,, Red ,, ..	,, 4-5-0 May-June	,, 4-6-0 ,,
,, Hard Red Khatha (75 %) ,, ..	,, 3-15-6 Ready	,, 4-0-0 ,,
,, Nagpore Khathi ,, ..	,, 4-5-0 ,,	,, 4-6-0 ,,
Opium, (Malwa) per chest, Old	,, 1,430	,, 1,370
,, ,, ,, New	,, 1,350	,, 1,340
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40 ft.) via Suez Canal	£0 10s. 0d.	£0 10s. 0d.
,, Seeds and Wheat ,, ..	£0 8s. 0d.	£0 8s. 0d.
London—Measurement cargo, P. & O. Co. ...	£0 17s. 6d.	£0 17s. 6d.
,, Seeds and Wheat do. ,, ..	£0 10s. 0d.	£0 8s. 0d.
,, Measurement cargo ,, ..	....	.....
,, Seeds and Wheat ,, ..	....	.....
Havre—Measurement cargo ,, ..	£0 8s. 6d.	£0 8s. 0d.
,, Seeds and Wheat ,, ..	£0 8s. 6d.	£0 7s. 6d.
Antwerp—Measurement cargo ,, ..	£0 8s. 0d.	£0 8s. 0d.
,, Seeds and Wheat ,, ..	£0 8s. 0d.	£0 8s. 0d.
Hull—Measurement cargo ,, ..	.....	.....
Dunkirk ,, ..	....	£0 8s. 0d.
Trieste & Venice—Measurement cargo ,, ..	£0 10s. 0d.	£0 10s. 0d
,, ,, Seeds and Wheat ,, ..	£0 10s. 0d.	.....
Marseilles—Measurement cargo ,, ...	£0 8s. 0d.	£0 8s. 0d.
,, Seeds and Wheat ,, ..	£0 7s. 6d.	£0 8s. 0d.
Genoa—Measurement cargo ,, ..	£0 8s. 0d.	£0 8s. 0d.
,, Seeds and Wheat ,, ...	£0 8s. 0d.	£0 8s. 0d.
China Steamer (P. & O.)	Rs. 10 to Rs. 12	Rs. 10 to Rs. 12
Japan ,, (do.)	,, 12	,, 12
Australia	,, 35 to ,, 45	,, 35 to ,, 45

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 8th May.	Week ending 15th May.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 2 1/32d.	1s. 1 13/16d.
,, ,, Sight	1s. 2 1/32d.	1s. 1 13/16d.
,, ,, 3 m'ths' ,,	1s. 2 1/16d.	1s. 1 27/32d.
,, ,, 4 ,, ,,	1s. 2 3/32d.	1s. 1 27/32d.
,, ,, 6 ,, ,,	1s. 2 3/32d.	1s. 1 7/8d.
First-class Credits... 3 ,, ,,	1s. 2 1/8d.	1s. 1 7/8d.
,, ,, 4 ,, ,,	.....	.....
,, ,, 6 ,, ,,	.....	.....
Documents 3 ,, ,,	1s. 2 5/32d.	1s. 1 29/32d.
,, 4 ,, ,,	.....	.....
,, 6 ,, ,,	.....	.....
Paris Francs Mercantile Bills... 3 ,, ,,	1·48½	1·46
,, ,, 6 ,, ,,	.....	.....
On Calcutta Bank Telegraphic Transfer	99 31/32	100 1/32
On China Mer'tile Bills, 30 days' Sight	Hongkong, Rs.185½ per100$; Shanghai, Rs. 256 per 100 Taels; Japan, Rs. 187 to 188 per 100 $	Hongkong, Rs.187½ per100$; Shanghai, Rs. 258½ per 100 Taels; Japan, Rs. 189 per 100 $.
Eng. Bar Gold, 100 touch (per tola)	Rs. 27-5-6	Rs. 27-13-6
Sovereigns	,, 17-2-0	,, 17-6-0
Bar Silver	,, 94-2-0 Ready; ,, 94-6-0 Forward.	,, 95-2-0 Ready. ,, 95-5-0 Forward.
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills 60 days' sight ...	6 per cent.	6 per cent.
,, of Interest on Demand Loans on Govt. Securities.	6 ,,	6 ,,
Rate of interest in the open market on Government Paper...	5 ,,	4 ,,
Money Market	Dull, yet money is somewhat scarce.	There is still a steady demand for money.
GOVERNMENT SECURITIES.		
Three-and-a-half per cents. ...	Rs. 110-0-0	Rs. 110-9-0
IMPORTS.		
Piece Goods— Market	Very quiet.	Quiet, but steady.
6½ to 7 lbs. 34-38 in. Grey Shrtgs. (per piece)	Rs. 3-7-0	Rs. 3-7-6
7½ to 8¼ lbs. ,, ,, ,,	,, 3-13-0	,, 3-13-6
2½ to 3lbs. 28-30 in. Madapollams ,,	,, 1-12-0 Nominal.	,, 1-12-0 Nominal.
No. 40s Mule Twist, (per lb.) ...	As. 8½ to 8¾	As. 8½ to 8¾
No. 30s Water ,, ,, ...	,, 8 to 8½	,, 8 to 8¼
Copper Braziers, (in bundles) (per cwt.)	Rs. 44-12-0	Rs. 45-12-0
Yellow Metal, (,,) ,, ...	,, 38-4-0	,, 38-12-0 to Rs. 39-0-0
Welsh Bar Iron, (per candy of 746½ lbs.)	,, 31-8-0	,, 31-0-0 to Rs. 31-8-0
Staffordshire Bar Iron, ,, ,,	,, 33 to Rs. 34	,, 44
Swedish Bar Iron, ,, ,,	,, 49 to ,, 51	,, 51
Davison's West Hartley Coal, (per ton) alongside.	Rs 18¾ Ready; ,, 18¾ Forward.	Rs. 18¾ Ready; ,, 18½ Forward.
Welsh Hartley Coal, (per ton) ,,	Rs. 18½ Forward.	Rs. 18¼ Forward.
Cardiff Coal, ,, ,,	,, 19¾ (Ready); Rs. 19¾ Forward ...	,, 20 rdy.; Rs. 20 fwd.
Singarini Coal (per ton) Rail Dly.	,, 14¼ to Rs. 14½ rdy.	,, 14¼ to Rs. 14½ rdy.

mittee of the Chamber of Commerce during the Year 1896—*contd.*

Quotations.	Week ending 8th May.	Week ending 15th May.
EXPORTS.		
COTTON— Market	Quiet but steady (quotations for Oomra descriptions rather Nominal).	Quiet. (Oomra and Khandiesh quotations irregular).
(Full-pressed ; per candy of 784 lbs.)		
Broach, ... Fine....	Rs. 210 Ready	Rs. 212 Ready.
,, ... F.G. ...	,, 203 ,,	,, 206 ,,
,, ... Good...	,, 200 ,,	,, 202 ,,
Barsee, ... F.G. ...	Nominal	Nominal
,, ... Good...	Rs. 195 Ready	Rs. 194 Ready
Oomrawuttee, Good Staple ... ... Fine.....	Nominal	Nominal
,, ,, ... F.G ...	Rs. 183 to Rs. 190 Ready	Rs. 188 to Rs. 190 Ready
,, ,, ... Good ...	,, 180 to Rs. 182 ,,	,, 180 to ,, 182 ,,
Khandeish, ... Fine ...	,, Nominal	Nominal
,, ... F.G. ...	Rs. 175 Ready	Rs. 174 to Rs. 176 Ready
,, ... Good...	,, 169 ,,	,, 167 ,, ,, 169 ,,
Belatee, ... Fine	,, 176 ,,	,, 175 ,,
,, ... F.G. ...	,, 170 ,,	,, 169 ,,
,, ... Good...	Nominal	,, 163 ,,
Dhollera, ... Fine ..	Rs. 197 to Rs. 198 Ready	,, 197 ,,
,, ... F.G. ...	,, 181 to ,, 182 ,,	,, 181 ,,
,, ... Good...	,, 175 to ,, 176 ,,	,, 174 ,,
Bengals, ... Fine ..	,, 170 ,,	,, 174 ,,
,, ... F.G. ...	,, 155 to Rs. 156 ,,	,, 159 ,,
,, ... Good...	,, 148 Ready	,, 152 ,,
Dharwar (S.G.) .. .. Good...	,, 195 ,,	,, 198 ,,
Westerns, ... Good..	,, 183 ,,	,, 182 ,,
Gingelly seed, White (per cwt.)...	.....	.....
,, Mixed ,, ...	.....	.....
Linseed, Bold ,, ...	Rs. 6-15-0 Ready.	Rs. 7-0-0 Ready
,, Small seed ,, ...	.....	.....
Rapeseed, Guzerat Yellow ,, ..	Rs. 7-3-0 Ready.	Rs. 7-4-0 Ready
,, Brown Delhi ,, ..	,, 6-11-6 ,,	,, 6-10-6 ,,
,, Yellow Cawnpore ,, ..	,, 6-15-6 ,,	,, 7-2-0 ,,
Poppy seed ,, ..	,, 8-4-0 ,,	,, 8-5-6 ,,
Groundnuts ,, ..	,, 7-7-6 ,,	,, 7-7-6 ,,
Castor Seed, Bold, Cawnpore ,, ...	.....	.....
,, Ordinary Quality, F.A. ,, ...	Rs. 5-6-0 Ready	Rs. 5-7-0 Ready
Wheat, White Pessy ,,	,, 4-10-6 91 % ,,	,, 4-10-0 91 % Ready
	,, 4-9-6 85 % ,,	,, 4-9-0 85 % ,,
,, Jabalpur Pessy ,, ..	,, 4-9-0 ,,	,, 4-9-0 ,,
,, Ahmedabad, (Soft Red) ,, ..	,, 4 8-6 ,,	,, 4-8-6 ,,
	,, 4-8-6 75 % ,,	,, 4-9-0 75 % ,,
,, Hard Yellow ,,	,, 4-7-0 63 % ,,	,, 4-8-0 63 % ,,
	,, 4-6-0 50 % ,,	,, 4-7-0 50 % ,,
,, Delhi No. 1, White Pessy ,, ...	,, 4-10-0 ,,	,, 4-10-0 ,,
,, ,, Red ,, ..	,, 4-7-0 ,,	.....
,, Hard Red Khatha (75%) ,, ..	,, 4-4-0 ,,	Rs. 4-0-0 Ready
,, Nagpore Khathi ,, ...	,, 4-6-0 ,,	,, 4-6-0
Opium, (Malwa) per chest, Old	,, 1,451	,, 1,380
,, ,, ,, New	,, 1,350	,, 1,350
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40 ft.) via Suez Canal	£0 8s. 6d.	£0 8s. 6d.
,, Seeds and Wheat.. ,, ..	£0 8s. 0d.	£0 8s. 0d.
London—Measurement cargo, P.&O.Co. ,, ...	£0 17s. 6d.	£1 2s. 6d.
,, Seeds and Wheat do. ,, ..	£0 8s. 6d.	£0 8s. 6d.
,, Measurement cargo ,, ...	£0 10s. 0d.	£0 9s. 0d.
,, Seeds and Wheat ,, ..	£0 8s. 0d.	£0 8s. 0d.
Havre—Measurement cargo ,, ..	£0 9s. 0d.	£0 9s. 0d.
,, Seeds and Wheat ,, ..	£0 9s. 0d.	£0 9s. 0d.
Antwerp—Measurement cargo ,, ..	£0 8s. 6d.	£0 8s. 0d.
,, Seeds and Wheat ,, ..	£0 8s. 0d.	£0 9s. 0d.
Hull—Measurement cargo ,, ..	£0 9s. 0d.	£0 8s. 9d.
Dunkirk ,, ..	£0 9s. 0d.	£0 9s. 0d.
Trieste & Venice—Measurement cargo ,, ..	£0 12s. 0d.	£0 10s. 0d. to £0 12s. 0d.
,, ,, Seeds and Wheat ,, ..	.....	£0 9s. 0d.
Marseilles Measurement cargo ,, ..	£0 10s. 0d.	£0 8s. 0d.
,, Seeds and Wheat ,, ..	£0 8s. 0d.	£0 8s. 0d.
Genoa—Measurement cargo ,, ..	£0 9s. 0d.	£0 8s. 6d.
,, Seeds and Wheat ,, ..	£0 9s. 0d.	£0 8s. 6d.
China Steamer (P. & O.)...	Rs. 10 to Rs. 12	Rs. 10 to Rs. 12
Japan do. (do.)...	,, 12	,, 12
Australia	,, 35 to ,, 45	,, 35 to ,, 45

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 21st May.	Week ending 28th May.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 1 13/16d.	1s. 1 7/8d.
„ „ Sight	1s. 1 13/16d.	1s. 1 7/8d.
„ „ 3 m'ths' „	1s. 1 27/32d.	1s. 1 29/32d.
„ „ 4 „ „	1s. 1 27/32d.	1s. 1 29/32d.
„ „ 6 „ „	1s. 1 7/8d.	1s. 1 15/16d.
First-class Credits... 3 „ „	1s. 1 29/32d.	1s. 1 31/32d.
„ „ 4 „ „	.....	.....
„ „ 6 „ „	.....	.....
Documents ... 3 „ „	1s. 1 15/16d.	1s. 2d.
„ ... 4 „ „	.....	.....
„ ... 6 „ „	.....	.....
Paris Francs Mercantile Bills... 3 „ „	1·46¼	1·46⅜ to 1·47
„ ... 6 „ „	.....	.....
On Calcutta Bank Telegraphic Transfer	100 1/16	100 1/32
On China Mer'tile Bills, 30 days' Sight.	Hongkong, Rs. 187½ per 100 $; Shanghai, Rs. 259 per 100 Taels; Japan, Rs. 190 per 100 $.	Hongkong, Rs. 187 per 100$; Shanghai, Rs. 258 per 100 Taels; Japan, Rs. 189½ per 100 $.
Eng. Bar-Gold, 100 touch (per tola)	Rs. 27-12-6	Rs. 27-10-0
Sovereigns	„ 17-7-0	„ 17-4-6
Bar Silver	„ 95-12-0 Ready „ 95-14-0 Forward	„ 95-12-0 Ready; „ 95-13-0 Forward.
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills 60 days' Sight ...	5 per cent.	4 to 5 per cent.
„ of Interest on Demand Loans on Govt. Securities.	5 „	5 „
Rate of interest in the open market on Government Paper.	4 „	4 „
Money Market	The demand for money is steady, but moderate in amount.	There is a steady though moderate demand for money.
GOVERNMENT SECURITIES.		
Three-and-a-half per cents. ...	Rs. 110-10-0	Rs. 110-9-0
IMPORTS.		
Piece Goods— Market	Very quiet.	Little or no demand.
6½ to 7lbs. 34-38 in. Grey Shrtgs. (per piece)	Rs. 3-7-6	Rs. 3-7-6
7¼ to 8¼ lbs. „ „ „	„ 3-13-6	„ 3-13-6
2½ to 3lbs. 28-30 in. Madapollams „	„ 1-12-0 Nominal.	„ 1-12-0 Nominal.
No. 40s Mule Twist (per lb.) ...	As. 8½ to 8¾	As. 8¼ to 8¾
No. 30s Water „ „ ...	„ 8 to 8¼	„ 8 to 8¼
Copper Braziers, (in bundles) (per cwt.)	Rs. 46-0-0	Rs. 47-8-0
Yellow Metal, („) „ ...	„ 40-0-0	„ 40-12-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 31-8-0 to Rs. 32-0-0	Rs. 31-0-0
Staffordshire Bar Iron, „ „ ...	„ 40-0-0	„ 34-0-0 to Rs. 35-0-0
Swedish Bar Iron, „ „ ...	„ 51-0-0	„ 49-0-0 to „ 50-0-0
Davison's West Hartley Coal, (per ton) alongside.	(Ready.) (Forward). Rs. 18½ Rs. 18¾	(Ready.) (Forward.) Rs. 18½ Rs. 18¾
Welsh Hartley Coal, (per ton) „	... „ 18¼	... „ 18
Cardiff Coal, („) „	Rs. 19¾ „ 19½	Rs. 19½ „ 19¾
Singarini Coal, (per ton) Rail. Dly.	„ 14¼ to Rs. 14½ Ready	„ 14¼ to Rs. 14½ Ready.

mittee of the Chamber of Commerce during the Year 1896—*contd.*

QUOTATIONS.	Week ending 21st May.	Week ending 28th May.
EXPORTS.		
COTTON— Market	Steady. (Quotations for Oomra and Khandeish descriptions irregular).	Quiet and easier; quotations irregular.
(Full-pressed; per candy of 784 lbs.)		
Broach, ... Fine..	Rs. 214 Ready	Rs. 210 to Rs. 212 Ready
,, ... F.G...	,, 208 ,,	,, 205 to ,, 207 ,,
,, ... Good.	,, 204 ,,	,, 201 to ,, 203 ,,
Barsee ... ... F.G..	Nominal	Nominal
,, ... Good	Rs. 192 to Rs. 193 Ready	Rs. 190 to Rs. 192 Ready
Oomrawuttee, Good Staple ... ... Fine..	Nominal	Nominal
,, ,, ... F.G...	Rs. 190 to Rs. 192 Ready	Rs. 187 to Rs. 190 Ready
,, ,, ... Good...	,, 184 to ,, 186 ,,	Rs. 180 to ,, 182 ,,
Khandeish, ... Fine..	Nominal	Nominal
,, ... F.G...	Rs. 174 to Rs. 176 Ready	Rs. 174 to Rs. 175 Ready
,, ... Good..	,, 168 to ,, 170 ,,	,, 168 ,, ,, 170 ,,
Belatee, ... Fine..	,, 175 Ready	,, 172 ,, ,, 174 ,,
,, ... F.G...	,, 170 ,,	,, 166 ,, ,, 168 ,,
,, ... Good...	,, 164 ,,	,, 160 ,, ,, 162 ,,
Dhollera. ... ... Fine...	,, 200 ,,	,, 195 ,, ,, 197 ,,
,, ... F.G...	,, 185 ,,	,, 180 ,, ,, 182 ,,
,, ... Good...	,, 180 ,,	,, 173 ,, ,, 175 ,,
Bengals, ... Fine..	,, 175 ,,	,, 170 ,,
,, ... F.G...	,, 160 ,,	,, 155 ,,
,, ... Good..	,, 154 ,,	,, 149 ,,
Dharwar (S.G.) .. .. Good..	,, 201 ,,	,, 198 ,,
Westerns, ... Good..	,, 182 ,,	,, 177 ,,
Gingelly seed, White (per cwt.)...	....	.....
,, Mixed ,, ...	....	....
Linseed, Bold ,, ..	Rs. 6-15-6 Ready	Rs. 6-15-0 Ready
,, Small Seed ,, ..	....	....
Rapeseed, Guzerat Yellow ,, ..	Rs. 7-5-0 Ready	Rs. 7-5-0 Ready
,, Brown Delhi ,, ..	,, 6-10-0 ,,	,, 6-8-0 ,,
,, Yellow Cawnpore ,, ..	,, 7-0-0 ,,	,, 7-1-0 ,,
Poppy seed ,, ..	,, 8-5-0 ,,	,, 8-2-0 ,,
Groundnuts ,, ...	,, 7-8-6 ,,	,, 7-8-6 ,,
Castorseed, Bold Cawnpore ,, ...	.....	.....
,, Ordinary Quality, F.A. ,, ...	Rs. 5-7-0 Ready	Rs. 5-8-0 Ready
Wheat, White Pessy ,,	,, 4-9-6 91 % ,,	Rs. 4-9-6 91 % ,,
	,, 4-9-0 85 % ,,	,, 4-8-6 85 % ,,
,, Jubulpore Pessy ,, ..	,, 4-9-0 ,,	.....
,, Ahmedabad (Soft Red) ,, ..	,, 4-8-0 ,,	Rs. 4-8-6 Ready
,, Hard Yellow ,,	,, 4-8-0 75 % Ready	Rs. 4-6-6 75 % ,,
	,, 4-7-0 63 % ,,	,, 4-5-6 63 % ,,
	,, 4-6-0 50 % ,,	,, 4-4-6 50 % ,,
,, Delhi No. 1, White Pessy ,, ..	,, 4-11-3 ,, Nml.	,, 4-12-0 Ready Nml.
,, ,, Red ,, ..	,, 4-15-0 ,,	Rs. 4-14-6 Ready ,,
,, Hard Red Khatha (75 %) ,, ..	,, 4-0-6 ,,	,, 3-15-0 ,,
,, Nagpore Khathi ,, ..	,, 4-6-0 ,,	,, 4-5-6 ,,
Opium, (Malwa) per chest, Old	,, 1,360	,, 1,492
,, ,, ,, New	,, 1,360	,, 1,380
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40 ft.) via Suez Canal	£0 9s. 0d.	£0 9s. 0d.
,, Seeds and Wheat ,, ...	£0 8s. 0d.	£0 8s. 0d.
London—Measurement Cargo, P. & O. Co., ...	£1 2s. 6d.	£0 17s. 6d.
Seeds and Wheat do. ,, ...	£0 8s. 0d.	£0 7s. 6d.
,, Measurement Cargo ,, ...	£0 9s. 0d.	£0 8s. 6d.
,, Seeds and Wheat ,, ...	£0 9s. 0d.	£0 8s. 6d.
Havre—Measurement Cargo ,, ...	£0 9s. 0d.	£0 9s. 6d.
,, Seeds and Wheat ,, ...	£0 9s. 0d.	£0 9s. 0d.
Antwerp—Measurement Cargo ,, ...	£0 6s. 9d.	....
,, Seeds and Wheat ,, ...	£0 6s. 9d.	....
Hull—Measurement Cargo ,, ...	£0 9s. 0d.	£0 9s. 0d.
Dunkirk ,, ...	£0 9s. 0d.	....
Trieste and Venice—Measurement Cargo ,, ...	£0 12s. 6d.	£0 12s. 6d.
,, Seeds and Wheat ,, ..	.....	.....
Marseilles—Measurement Cargo ,, ..	£0 8s. 0d.	.....
,, Seeds and Wheat ,, ..	£0 8s. 0d.	....
Genoa—Measurement Cargo ,, ..	£0 9s. 0d.	.....
,, Seeds and Wheat ,, ..	£0 9s. 0d.	....
China Steamer (P. & O.)	Rs. 10 to Rs. 12	Rs. 10 to Rs. 12
Japan do. (do.)	,, 12	12
Australia	,, 35 to ,, 45	,, 35 to ,, 45

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 4th June.	Week ending 11th June.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer ...	1s. 1 15/16d. to 31/32d.	1s. 1 31/32d.
„ „ Sight...	1s. 1 15/16d. to 31/32d.	1s. 2d.
„ „ 3 m'ths' „ ...	1s. 2d.	1s. 2 1/32d.
„ „ 4 „ „ ...	1s. 2d.	1s. 2 1/32d.
„ „ 6 „ „ ...	1s. 2 1/32d.	1s. 2 1/16d.
First-class Credits ...3 „ „ ...	1s. 2 1/32d. to 1/16d.	1s. 2 3/32d.
„ „ 4 „ „ ...	.....	.....
„ „ 6 „ „ ...	.....	.....
Documents „ 3 „ „ ...	1s. 2 1/16d. to 3/32d.	1s. 2⅛d.
„ „ 4 „ „ ...	.....	.....
„ „ 6 „ „ ...	.....	.....
Paris Francs Mercantile Bills... 3 „ „ ...	1·47¾	1·48¼
„ „ 6 „ „ ...	.....	.....
On Calcutta Bank Telegraphic Transfer	100 1/16	100 1/32
On China Mer'tile Bills, 30 days' Sight.	Hongkong, Rs. 187 per 100$; Shanghai, Rs. 253½ per 100 Taels; Japan, Rs. 189½ per 100 $	Hongkong, Rs. 186per 100 $ Shanghai, Rs. 257 per 100 Taels; Japan, Rs. 189¼ per 100 $
Eng. Bar Gold, 100 touch (per tola)	Rs. 27-8-0	Rs. 27-5-0
Sovereigns	„ 17-4-6	„ 17-5-0
Bar Silver	„ 95-12-0 Ready; „ 95-11-0 Forward.	„ 95-10-0 Ready; „ 95-8-0 Forward.
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills 60 days' sight	4 per cent.	4 per cent.
Bank Rate of Interest on Demand Loans on Govt. Securities.	4 „	4 „
Rate of interest in the open market on Government Paper...	4 „	3 „
Money Market	Easy with a very moderate demand for money.	Easy, but supplies of money not abundant.
GOVERNMENT SECURITIES		
Three-and-a-half per cents. ...	Rs. 110-2-0	Rs. 110-7-0
IMPORTS.		
Piece Goods— Market.	Quiet, but steady.	Quiet and easier.
6½ to 7 lbs. 34-38 Grey Shirtings (per piece)	Rs. 3-7-6	Rs. 3-6-6
7½ to 8¼ lbs. „ „ „ ...	„ 3-13-6	„ 3-12-6
2½ to 3 lbs. 28-30 in. Madapollams „ ..	„ 1-12-0	„ 1-10-6
No. 40s Mule Twist, (per lb.) ...	As. 8¼ to 8¾	As. 8¼ to 8½
No. 30s Water „ „ ...	„ 8 „ 8½	„ 7⅞ to 8⅜
Copper Braziers, (in b'dles) (per cwt.)	Rs. 47-0-0	Rs. 47-4-0
Yellow Metal, („) „ „	„ 40-8-0	„ 40-12-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 31-0-0 to Rs. 32-0-0	Rs. 31-8-0
Staffordshire Bar Iron, „ „	„ 34-0-0 to „ 35-0-0	„ 35-0-0 to Rs. 36-0-0
Swedish Bar Iron, „ „	„ 49-0-0 „ „ 50-0-0	„ 49-0-0 „ „ 50-0-0
Davison's West Hartley Coal, (per ton) alongside.	(Ready) Rs. 18 (Forward). Rs. 18	Rs. 18½ Forward.
Welsh Hartley Coal, (per ton) „	..... „ 18	„ 18¼ „
Cardiff Coal, („) „	Rs. 19¼ „ 19¼	Rs. 18¾ rdy; Rs. 20 fwd.
Singarini Coal, (per ton) Rail Dly.	„ 14¼ to Rs. 14½ Ready	Rs. 14¼ to Rs. 14½ Ready

mittee of the Chamber of Commerce during the Year 1896.—*contd.*

Quotations.	Week ending 4th June.	Week ending 11th June.
EXPORTS.		
Cotton— Market.	Dull; prices all very irregular.	Depressed; few buyers; prices very irregular.
(Full-pressed; per candy of 784 lbs.)		
Broach, ... Fine...	Rs. 207 Ready.	Rs. 203 Ready.
,, ... F.G....	,, 202 ,,	,, 197 ,,
,, ... Good..	,, 197 ,,	,, 192 ,,
Barsee, ... F.G....	Nominal	Nominal
,, ... Good..	Rs. 185 to Rs. 187 Ready	Rs. 180 to Rs. 183 Ready
Oomrawuttee, Good Staple ... ... Fine ...	Nominal	Nominal
,, ,, ... F. G....	Rs. 180 to Rs. 182 Ready	Rs. 175 to Rs. 177 Ready
,, ,, ... Good...	,, 173 ,, ,, 175 ,,	,, 170 ,, ,, 172 ,,
Khandeish, ... Fine...	Nominal	Nominal
,, ... F.G. ...	Rs. 170 Ready	Rs. 165 Ready
,, ... Good..	,, 162 ,,	,, 155 ,,
Belatee, ... Fine ...	,, 167 ,,	,, 165 ,,
,, ... F.G....	,, 160 ,,	,, 160 ,,
,, ... Good..	,, 155 ,,	,, 155 ,,
Dhollera, ... Fine ...	,, 192 ,,	,, 185 to Rs. 188 Ready
,, ... F.G....	,, 176 ,,	,, 170 ,, ,, 173 ,,
,, ... Good..	,, 166 ,,	,, 160 ,, ,, 163 ,,
Bengals, ... Fine..	,, 162 ,,	,, 158 ,, ,, 160 ,,
,, ... F.G....	,, 150 ,,	,, 146 ,, ,, 148 ,,
,, ... Good..	,, 144 ,,	,, 140 ,, ,, 143 ,,
Dharwar (S.G). ... . Good..	,, 195 ,,	,, 188 ,, ,, 190 ,,
Westerns, ... Good..	,, 172 ,,	,, 165 ,, ,, 167 ,,
Gingelly Seed, White (per cwt.)...	.....	.....
,, Mixed ,, ..	.....	.....
Linseed, Bold ,, ..	Rs. 6-13-6 Ready	Rs. 6-14-0 Ready
,, Small Seed ,, ...	....	....
Rapeseed, Guzerat Yellow ,, ...	Rs. 7-4-0 Ready	Rs. 7-4-6 Ready
,, Brown Delhi ,, ..	,, 6-8-0 ,,	,, 6-7-0 ,,
,, Yellow Cawnpore ,, ...	,, 6-15-0 ,,	,, 7-0-0 ,,
Poppy seed ,, ..	,, 8-0-0 ,,	,, 8-1-0 ,,
Groundnuts ,, ..	,, 7-6-0 ,,	,, 7-6-0 ,,
Castorseed, Bold, Cawnpore ,, :	.....	.....
,, Ordinary Quality, F. A. ,, ...	Rs. 5-7-0 Ready	Rs. 5-7-6 Ready
Wheat, White Pessy ,,	,, 4-9-6 91 % ,, / ,, 4-8-6 85 % ,,	,, 4-10-6 91 % ,, / ,, 4-9-6 85 % ,,
,, Jubulpore Pessy ,, ...	.....	.....
,, Ahmedabad (Soft Red) ,, ...	....	Rs. 4-8-0 Ready Nml.
,, Hard Yellow ,,	Rs. 4-7-6 75 % / ,, 4-5-6 63 % Ready / ,, 4-3-0 50 % ,,	,, 4-7-0 75 % ,, / ,, 4-6-0 63 % ,, / ,, 4-5-0 50 % ,,
,, Delhi No. 1, White Pessy ,, ..	,, 4-12-0 ,,	,, 4-11-0 ,,
,, ,, Red ,, ..	,, 4-15-0 ,,	,, 4-15-0 ,,
,, Hard Red Khatha (75%) ,, ..	,, 3-14-6 ,,	,, 3-14-0 Ready
,, Nagpore Khathi ,, ..	,, 4-5-6 ,,	,, 4-4-6 ,,
Opium, (Malwa) per chest, Old	,, 1,425	,, 1,425
,, ,, ,, New	,, 1,385	,, 1,380
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40 ft.) via Suez Canal.	£0 9s. 0d.	£0 8s. 0d.
,, Seeds & Wheat ,, ...	£0 7s. 0d.	£0 7s. 0d.
London—Measurement cargo, P. & O. Co.,, ...	£0 17s. 6d.	£0 17s. 6d.
,, Seeds & Wheat ,, ,, ..	£0 7s. 6d.	£0 7s. 0d.
,, Measurement cargo ,, ..	£0 8s. 0d.	£0 8s. 0d.
,, Seeds and Wheat ,, ...	£0 8s. 0d.	£0 8s. 0d.
Havre—Measurement cargo ,, ..	£0 8s. 0d.	£0 8s. 0d.
,, Seeds and Wheat ,, ..	£0 8s. 0d.	£0 8s. 0d.
Antwerp—Measurement cargo ,, ..	£0 7s. 0d.	£0 7s. 0d.
,, Seeds and Wheat ,, ...	£0 7s. 0d.	£0 7s. 6d.
Hull—Measurement cargo ,, ..	£0 8s. 0d.	£0 7s. 0d.
Dunkirk ,, ..	£0 8s. 0d.	£0 8s. 0d.
Trieste & Venice—Measurement cargo ,, ...	£0 11s. 0d.	£0 12s. 0d. (relets £0-6-0)
,, ,, Seeds & Wheat ,, ..	£0 10s. 0d.	£0 12s. 0d, (do. do.)
Marseilles—Measurement cargo ,, ..	£0 6s. 9d.	£0 7s. 0d.
,, Seeds & Wheat ,, ..	£0 6s. 9d.	£0 7s. 0d.
Genoa—Measurement cargo ,, ..	£0 7s. 6d.	£0 8s. 0d.
,, Seeds & Wheat ,, ..	£0 7s. 6d.	£0 8s. 0d.
China Steamer (P. & O.)	Rs. 10 to Rs. 12	Rs. 10 to Rs 12
Japan ,, (do.)	,, 12	,, 12
Australia	,, 35 to Rs. 45	,, 35 to Rs. 4

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 18th June.	Week ending 25th June.
EXCHANGE.		
On England, Bank Bills Tel. Transfer...	1s. 2 3/32d.	1s. 2 3 16d.
„ „ Sight	1s. 2 3/32d.	1s. 2 3/16d.
„ „ 3 m'ths' „	1s. 2 ¼d.	1s. 2 7/32d.
„ „ 4 „ „	1s. 2 ⅛d.	1s. 2 7/32d.
„ „ 6 „ „	1s. 2 5/32d.	1s. 2 ¼d.
First-class Credits... 3 „ „	1s. 2 3/16d.	1s. 2 ¼ to 9/32d.
„ „ 4 „ „	.....	.....
„ „ 6 „ „	.....	.....
Documents ... 3 „ „	1s. 2 7/32d.	1s. 2 9/32 to 5/16d.
„ ... 4 „ „	.....	.....
„ ... 6 „ „	.....	.....
Paris Francs Mercantile Bills ... 3 „ „	1·49¼	1·50
„ 6 „ „	.....	.....
On Calcutta Bank Tel. Transfer...	100 to 100 1/32	100 to 100 1/32
On China Mer'tile Bills, 30 days' Sight.	Hongkong, Rs. 186½ per 100$; Shanghai, Rs. 256 per 100 Taels; Japan Rs. 189 per 100$.	Hongkong Rs. 186 per 100$; Shanghai Rs. 255 per 100 Taels; Japan Rs. 188 per 100$.
Eng. Bar Gold, 100 touch (per tola).	Rs. 27-0-6	Rs. 27-0-6
Sovereigns	„ 17-3-0	„ 17-0-0
Bar Silver	„ 95-4-0 rdy; Rs. 95-0-0 fwd	„ 95-2-0 rdy; Rs. 94-12-0 fwd
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills 60 days' sight...	4 per cent.	3 to 4 per cent.
„ of Interest on Demand Loans on Govt. Securities.	4 „	4 „
Rate of interest in the open Market on Goverment Paper ...	3 „	3 „
Money Market	Quiet, but there are only moderate supplies of money.	Easy, with increasing supplies.
GOVERNMENT SECURITIES.		
Three-and-a-half per cents. ...	Rs. 110-11-0	Rs. 109-7-0
IMPORTS.		
Piece Goods— Market	Little enquiry.	Quiet and easier
6¼ to 7lbs. 34-38in. Grey Shrtgs. (per piece)	Rs. 3-6-6	Rs. 3-6-0
7½ to 8¼ lbs. „ „ „	„ 3-12-6	„ 3-12-0
2¼ to 3lbs. 28-30 in. Madapollams „	„ 1-10-6	„ 1-10-0
No. 40s. Mule Twist, (per lb.) ...	As. 8¼ to 8½	As. 8 to 8¼
No. 30s. Water „ „ ...	„ 7⅞ to 8⅛	„ 7⅞ to 8¼
Copper Braziers, (in bundles) (per cwt)	Rs. 47-12-0	Rs. 48-0-0
Yellow Metal, („) „	„ 41-12-0	„ 42-0-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 31 to Rs. 32	Rs. 31 to Rs. 32
Staffordshire Bar Iron „ „ ...	„ 34 to „ 35	„ 34 to „ 35
Swedish Bar Iron, „ „ ...	„ 49	„ 49 to „ 50
Davison's West Hartley Coal, (per ton) alongside.	„ 18¼ Forward	Rs. 18½ Rdy; Rs. 19 Fwd.
Welsh Hartley Coal, (per ton) „	„ 18 „	..... „ 18½ Fwd.
Cardiff Coal, („) „	„ 19¾ Ry. Rs. 20¼ Fwd.	Rs. 20½ Rdy; „ 21 Fwd.
Singarini Coal, (per ton) Rail Dly.	„ 14¼ to Rs. 14½ Rdy.	Rs. 14½ to Rs. 14½ Ready.

mittee of the Chamber of Commerce during the Year 1896—*contd.*

QUOTATIONS.	Week ending 18th June.	Week ending 25th June.
EXPORTS.		
COTTON— Market	Dull; quotations irregular.	Quiet; prices irregular.
[Full-pressed; per candy of 784 lbs.]		
Broach, ... Fine...	Rs. 203 Ready.	Rs. 205 Ready
Do. ... ... F.G....	,, 197 ,,	,, 200 ,,
Do. ... ... Good...	,, 192 ,,	,, 195 ,,
Barsee ... ... F.G....	Nominal	Nominal
Do. ... ... Good...	Rs. 180 to Rs. 183 Ready	Rs. 180 to Rs. 183 Ready
Oomrawattee, Good staple, ... Fine...	Nominal	Nominal
,, ,, ... F.G....	Rs. 175 to Rs. 177 Ready	Rs. 175 to Rs. 177 Ready
,, ,, ... Good..	,, 168 ,, ,, 170 ,,	,, 168 ,, ,, 170 ,,
Khandeish, ... Fine ..	Nominal	Nominal
,, ... F.G....	Rs. 160 to Rs. 163 Ready	Rs. 162 to Rs. 165 Ready
,, ... Good...	,, 154 ,, ,, 157 ,,	,, 156 ,, ,, 159 ,,
Belatee, ... Fine ...	,, 163 ,, ,, 165 ,,	,, 163 ,, ,, 166 ,,
,, ... F.G. ..	,, 158 ,, ,, 160 ,,	,, 157 ,, ,, 160 ,,
,, ... Good...	,, 153 ,, ,, 155 ,,	,, 152 ,, ,, 155 ,,
Dhollera, ... Fine ...	,, 185 ,, ,, 188 ,,	,, 186 ,, ,, 189 ,,
,, ... F.G....	,, 172 ,, ,, 174 ,,	,, 172 ,, ,, 175 ,,
,, ... Good...	,, 162 ,, ,, 164 ,,	,, 163 ,, ,, 166 ,,
Bengals, ... Fine ...	,, 161 ,, ,, 162 ,,	,, 162 ,, ,, 165 ,,
,, ... F.G....	,, 149 ,, ,, 150 ,,	,, 148 ,, ,, 151 ,,
,, ... Good...	,, 143 ,, ,, 144 ,,	,, 142 ,, ,, 145 ,,
Dharwar (S.G.) ... ... Good...	,, 188 ,, ,, 190 ,,	,, 187 ,, ,, 190 ,,
Westerns, ... Good..	,, 165 ,, ,, 167	,, 165 ,,
Gingelly seed, White (per cwt.)..	....	.....
,, Mixed ,, ..	.....	.....
Linseed, Bold ,, ...	Rs. 6-15-0 Ready	Rs. 6-12-6 Ready
,, Small Seed ,, ..	.....	.....
Rapeseed, Guzerat Yellow ,, ...	Rs. 7-6-0 Ready	Rs. 7-6-0 Ready
,, Brown Delhi ,, ...	,, 6-8-0 ,,	,, 6-9-0 ,,
,, Yellow Cawnpore ,, ..	,, 7-1-0 ,,	,, 7-1-0 ,,
Poppy seed ,, ..	,, 8-2-0 ,,	,, 8-1-0 ,,
Groundnuts ,, ..	,, 7-9-0 ,,	,, 7-9-0 ,,
Castorseed, Bold Cawnpore ,, ...	....	.....
,, Ordinary Quality, F.A. ,, ...	Rs. 5-10-0 Ready	Rs. 5-10-0 Ready
Wheat, White Pessy ,, ...	Rs. 4-9-6 ,, 91 % / ,, 4-8-6 ,, 85 %	,, 4-10-0 ,, 91 % / ,, 4-9-0 ,, 85 %
,, Jabalpore Pessy ,, ..	.....	.....
,, Ahmedabad (Soft Red) ,, ..	.....	.....
,, Hard Yellow ,, ..	Rs. 4-8-0 Ready 75 % / ,, 4-7-0 ,, 63 % / ,, 4-6-0 ,, 50 %	Rs. 4-9-0 Ready 75 % / ,, 4-7-0 ,, 63 % / ,, 4-5-0 ,, 50 %
,, Delhi No. 1, White Pessy ,, ...	,, 4-11-0 ,,	,, 4-10-0 ,,
,, ,, Red ,, ..	Rs. 4-13-0 ,, Nml.	,, 4-13-0 ,, Nml.
,, Hard Red Khatha (75 %) ,, ...	,, 3-13-6 ,,	,, 3-15-0 ,,
,, Nagpore Khathi ,, ...	,, 4-4-6 ,,	,, 4-5-0 ,,
Opium, (Malwa) per chest, Old	,, 1,425	,, 1,425
,, ,, ,, New	,, 1,380	,, 1,360
FREIGHTS.		
	Ready)	(Ready)
Liverpool—Cotton, (per ton of 40 ft.) via Suez Canal	£0 8s. 0d.	£0 8s. 0d.
,, Seeds and Wheat ,, ..	£0 7s. 0d.	£0 7s. 0d.
London—Measurement cargo, P. & O. Co. ,, ...	£0 7s. 6d.	£0 15s. 0d.
,, Seeds & Wheat do. ,, ...	£0 7s. 0d.	£0 7s. 0d.
,, Measurement cargo ,, ...	.....	.....
,, Seeds and Wheat ,, ...	.....	.....
Havre—Measurement cargo ,, ...	£0 8s. 6d.	£0 8s. 0d.
,, Seeds and Wheat ,, ..	£0 8s. 6d.	£0 8s. 0d.
Antwerp—Measurement cargo ,, ..	£0 8s. 0d.	....
,, Seeds and Wheat ,, ..	£0 8s. 0d.	.....
Hull—Measurement cargo ,, ...	£0 6s. 6d.	£0 6s. 6d.
Dunkirk ,, ...	.....	.....
Trieste & Venice—Measurement cargo ,, ...	£0 10s. 0d.	£0 10s. 0d.
,, Seeds & Wheat ,, ...	£0 10s. 0d.	£0 9s. 0d.
Marseilles—Measurement cargo ,, ..	£0 7s. 0d.	£0 5s. 0d.
,, Seeds & Wheat ,, ...	£0 7s. 0d.	£0 5s. 0d.
Genoa—Measurement cargo, ,, ...	£0 8s. 0d.	£0 5s. 0d.
,, Seeds and Wheat ,, ...	£0 6s. 6d.	£0 5s. 0d.
China Steamer (P. & O.)	Rs. 10 to Rs. 12	Rs. 12 to Rs. 16
Japan do. (do.)	,, 12	,, 16 to ,, 17
Australia...	,, 35 to ,, 45	,, 35 to ,, 15

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 2nd July.	Week ending 9th July.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 2 5/32d.	1s. 2 3/32d.
„ „ Sight	1s. 2 5/32d.	1s. 2 3/32d.
„ „ 3 m'ths' „	1s. 2 3/16d.	1s. 2 1/8d.
„ „ 4 „ „	1s. 2 3/16d.	1s. 2 1/8d.
„ „ 6 „ „	1s. 2 7/32d.	1s. 2 5/32d.
First-class Credits ... 3 „ „	1s. 2 1/4d.	1s. 2 3/16d.
„ „ ... 4 „ „	.....	.....
„ „ ... 6 „ „	.....	.....
Documents ... ... 3 „ „	1s. 2 9/32d.	1s. 2 7/32d.
„ ... ... 4 „ „	.....	.....
„ ... ... 6 „ „	.....	.....
Paris Francs Mer'tile Bills 3 „ „	1·49 3/4	1·49
„ 6 „ „	.....	.....
On Calcutta Bank Tel. Transfer..	99 31/32	100
On China Mer'tile Bills, 30 days' Sight	Hongkong, Rs 185 per 100 $ Shanghai, Rs. 253 1/2 per 100; Taels; Japan, Rs. 186 to 187 per 100 $.	Hongkong, Rs. 186 per 100 $; Shanghai, Rs. 255 per 100 Taels; Japan, Rs. 187 1/2 per 100 $.
Eng. Bar Gold, 100 touch (per tola)	Rs. 26-14-0	Rs. 27-2-0
Sovereigns...	„ 17-0-0	„ 17-0-0
Bar Silver	„ 94-10-0 Ready; „ 94-6-0 Forward.	Rs. 95-4-0 Ready; „ 94-14-0 Forward.
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills 60 days' sight ...	3 to 4 per cent.	3 to 4 per cent.
„ of Interest on Demand Loans on Govt. Securities.	4 „ „	3 „ „
Rate of interest in the open Market on Govt. Paper ...	3 „ „	3 „ „
Money Market	Easy, but money not abundant.	Easy.
GOVERNMENT SECURITIES.		
Three-and-a-half per cents. ...	Rs. 109-4-0	Rs. 109-3-0
IMPORTS.		
Piece-Goods— Market	Little enquiry.	Very quiet.
6 1/4 to 7 lbs. 34-38 in. Grey Shrtgs. (per piece).	Rs. 3-6-0	Rs. 3-6-0
7 1/2 to 8 1/4 lbs. „ „ „	„ 3-12-0	„ 3-12-0
2 1/2 to 3 lbs. 28-30 in Madapollams „	„ 1-10-0	„ 1-10-0
No. 40s Mule Twist (per lb.) ...	As. 8 to 8 1/4	As. 8 to 8 1/4
No. 30s Water „ „ ...	„ 7 5/8 „ 8 1/8	„ 7 5/8 to 8 1/8
Copper Braziers, (in bundles) (per cwt.)	Rs. 47-4-0	Rs. 47-8-0
Yellow Metal, („) „	„ 41-4-0	„ 41-12-0
Welsh Bar Iron, (per candy of 746 1/2 lbs.)	Rs. 31 to Rs. 32	Rs. 31 to Rs. 32
Staffordshire Bar Iron „ „ ...	„ 34 „ „ 36	„ 34 „ „ 36
Swedish Bar Iron, „ „ ...	„ 50 „ „ 52	„ 50 „ „ 52
Davison's West Hartley Coal, (per ton) alongside.	Rs.20 Ready; Rs.21 Fwd	Rs. 20Rdy.; Rs. 20 1/4 Fd.
Welsh Hartley Coal, (per ton) „	„ 20 Forward.	„ 20 Forward.
Cardiff Coal, („) „	„ 22 Rdy.; Rs. 22 1/2 Fd.	„ 22 Rdy.; Rs. 22 1/4 Fd.
Singarini „ (per ton) Rail dly.	„ 14 1/4 to Rs. 14 1/2 Ready	„ 14 1/4 to Rs. 14 1/2 Ready.

mittee of the Chamber of Commerce during the Year 1896—*contd.*

QUOTATIONS.	Week ending 2nd July.	Week ending 9th July.
EXPORTS.		
COTTON— Market.	Very steady.	Firm with more enquiry.
(Full pressed; per candy of 784 lbs.)		
Broach, ... Fine...	Rs. 205 Ready	Rs. 207 Ready
,, F.G....	,, 200 ,,	,, 200 to Rs. 202 ,,
,, ... Good...	,, 195 ,,	,, 195 ,, ,, 197 ,,
Barsee, ... F.G....	Nominal	Nominal
,, ... Good...	Rs. 187 to Rs. 189 Ready	Rs. 188 to Rs. 190 Ready
Oomrawuttee, Good Staple ... ... Fine ...	Nominal	Nominal
,, ,, ... F.G. ...	Rs. 178 to Rs. 180 Ready.	Rs. 183 to Rs. 185 Ready.
,, ,, ... Good...	,, 173 ,, ,, 175 ,,	,, 177 ,, ,, 179 ,,
Khandeish, ... Fine ...	Nominal	Nominal
,, ... F.G. ...	Rs. 166 to Rs. 169 Ready.	Rs. 170 to Rs. 172 Ready
,, ... Good...	,, 161 ,, ,, 164 ,,	,, 165 ,, ,, 167 ,,
Belatee, ... Fine ...	,, 167 ,, ,, 170 ,,	,, 175 ,, ,, 177 ,,
,, ... F.G. ...	,, 160 ,, ,, 163 ,,	,, 169 ,, ,, 171 ,,
,, ... Good...	,, 155 ,, ,, 158 ,,	,, 164 ,, ,, 166 ,,
Dhollera, ... Fine ...	,, 191 ,, ,, 192 ,,	,, 193 ,, ,, 195 ,,
,, ... F.G. ...	,, 178 ,, ,, 180 ,,	,, 180 ,, ,, 182 ,,
,, ... Good...	,, 173 ,, ,, 175 ,,	,, 175 ,, ,, 177 ,,
Bengals, ... Fine ..	,, 162 ,, ,, 164 ,,	,, 168 ,, ,, 170 ,,
,, ... F.G. ..	,, 152 ,, ,, 154 ,,	,, 154 ,, ,, 156 ,,
,, ... Good...	,, 146 ,, ,, 148 ,,	,, 148 ,, ,, 150 ,,
Dharwar (S.G.) .. .. Good...	,, 188 ,, ,, 190 ,,	,, 190 ,, ,, 192 ,,
Westerns ... ... Good..	,, 170 ,, ,, 171 ,,	,, 173 ,, ,, 175 ,,
Gingelly Seed, White (per cwt.)..	....	.....
,, Mixed ,, ..	.....	.....
Linseed, Bold ,, ..	Rs. 6-12-0 Ready	Rs. 6-11-0 Ready
,, Small Seed ,, ..	.....	.....
Rapeseed, Guzerat Yellow ,, ..	Rs. 7-6-0 Ready	Rs. 7-6-0 Ready
,, Brown Delhi ,, ...	,, 6-9-0 ,,	,, 6-8-6 ,,
,, Yellow Cawnpore ,, ...	,, 7-0-0 ,,	,, 7-1-0 ,,
Poppy seed ,, ..	,, 8-0-0 ,,	,, 7-15-6 ,,
Groundnuts ,, ..	,, 7-8-6 ,,	,, 7-7-6 ,,
Castor Seed, Bold Cawnpore ,, ...	.....	.....
,, ,, Ordinary Quality, F.A. ,, ...	Rs. 5-10-0 Ready	Rs. 5-14-6 Ready
Wheat, White Pessy ,,	,, 4-9-6 91 % ,,	,, 4-9-6 91 % ,,
	,, 4-8-6 85 % ,,	,, 4-9-0 85 % ,,
,, Jabalpur Pessy ,, ...	.....	.....
,, Ahmedabad (Soft Red) ,, ...	Rs. 4-8-0 Ready	.....
,, Hard Yellow ,,	..... 75 %	... 75 % Ready
	Rs. 4-7-0 63 % Ready	Rs. 4-7-0 63 % ,,
	,, 4-5-0 50 % ,,	,, 4-5-0 50 % ,,
,, Delhi No. 1, White Pessy ,, ..	,, 4-10-6 ,,	,, 4-11-0 ,,
,, ,, Red ,, ..	,, 4-13-0 ,,	,, 4-15-0 ,,
,, Hard Red Khatha (75 %) ,, ..	,, 3-15-0 ,,	,, 3-15 6 ,,
,, Nagpore Khathi ,, ..	,, 4-2-6 ,,	,, 4-2-6 ,,
Opium, (Malwa) per chest, Old	,, 1,475	,, 1,425
,, ,, ,, New	,, 1,375	,, 1,380
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40 feet) via Suez Canal. ,, ..	£0 8s. 0d.	£0 8s. 6d.
,, Seeds and Wheat ,, ..	£0 6s. 0d.	£0 7s. 0d.
London—Measurement cargo P. & O. Co. ,, ..	£0 15s. 0d.	£0 15s. 0d.
,, Seeds & Wheat ,, ..	£0 7s. 0d.	£0 7s. 0d.
,, Measurement cargo ,, ..	£0 7s. 0d.	£0 7s. 0d.
,, Seeds & Wheat ,, ..	£0 7s. 0d.	£0 7s. 0d.
Havre—Measurement cargo ,, ..	£0 7s. 0d.	£0 7s. 0d.
,, Seeds & Wheat ,, ..	£0 7s. 0d.	£0 7s. 0d.
Antwerp—Measurement cargo ,, ..	£0 7s. 0d.	£0 7s. 0d.
,, Seeds & Wheat ,, ..	£0 7s. 0d.	£0 7s. 0d.
Hull—Measurement Cargo ,, ..	£0 7s. 6d.	£0 6s. 6d.
Dunkirk ,, ..	£0 7s. 0d.	£0 7s. 0d.
Trieste & Venice—Measurement cargo ,, ..	£0 10s. 0d.	£0 9s. 0d.
,, Seeds & Wheat ,, ..	£0 9s. 0d.	£0 9s. 6d.
Marseilles—Measurement cargo ,, ..	£0 6s. 0d.	£0 6s. 0d.
,, Seeds & Wheat ,, ..	£0 6s. 0d.	£0 6s. 0d.
Genoa—Measurement cargo ,, ..	£0 7s. 0d.	£0 8s. 0d.
,, Seeds & Wheat ,, ..	£0 7s. 0d.	£0 8s. 0d.
China Steamer (P. & O.)..	Rs. 12 to Rs. 16	Rs. 12 to Rs. 16
Japan do. (do.)	,, 16 ,, ,, 17	,, 17
Australia	,, 35 ,, ,, 45	,, 25 to Rs. 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

QUOTATIONS.	Week ending 16th July.	Week ending 23rd July.
EXCHANGE.		
On England, Bank Bills Tel. Transfer ...	1s. 2 5/32d.	1s. 2 7/32d.
" " Sight	1s. 2 5/32d.	1s. 2 7/32d.
" " 3 m'ths' "	1s. 2 3/16d.	1s. 2 1/4d.
" " 4 " "	1s. 2 3/16d.	1s. 2 1/4d.
" " 6 " "	1s. 2 7/32d.	1s. 2 9/32d.
First class Credits ... 3 " "	1s. 2 7/32d.	1s. 2 5/16d.
" " ... 4 " "	.....	.....
" " ... 6 " "	.....	.....
Documents ... 3 " "	1s. 2 1/4d.	1s. 2 11/32d.
" ... ... 4 " "	.....	.....
" ... ... 6 " "	.....	.....
Paris Francs Mercantile Bills... 3 " "	1·49 1/4	1·50 1/4
" " 4 " "	.....	.....
" " 6 " "	.....	.....
On Calcutta Bank Tel. Transfer.	100	100
On China Mer'tile Bills, 30days' Sight.	Hongkong, Rs. 186 per 100 $; Shanghai, Rs. 255 per 100 Taels; Japan, Rs. 187 1/2 per 100 $.	Hongkong, Rs. 186 per 100$; Shanghai, Rs. 254 per 100 Taels; Japan, Rs. 187 per 100 $.
Eng. Bar Gold, 100 touch (per tola)	Rs. 27-0-6	Rs. 26-14-0
Sovereigns	" 17-0-0	" 17-0-0
Bar silver	" 95-8-0 Ready " 94-12-0 Forward	Rs. 96-4-0 Ready " 94-14-0 Forward.
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills, 60 days' sight	3 to 4 per cent.	3 to 4 per cent.
Bank Rate of Interest on Demand Loans on Govt. Securities ...	3 " "	3 " "
Rate of Interest in the open Market on Govt. Paper ...	2 1/2 " "	2 1/2 " "
Money Market	Verry easy.	Easy.
GOVERNMENT SECURITIES.		
Three-and-a-half per cents. ...	Rs. 109-4-0	Rs. 109-7-0
Three per cents	.....	" 103-12-0
IMPORTS.		
PIECE GOODS— Market	Little enquiry.	Quiet, but steady.
6 1/2 to 7 lbs. 34-38 in. Grey Shrtgs. (per piece.)	Rs. 3-6-0	Rs. 3-6-0
7 1/2 to 8 1/4 lbs. " " "	" 3-12-0	" 3-12-0
2 1/2 to 3 lbs. 28-30 in. Madapollams "	" 1-10-0	" 1-10-0
No. 40s Mule Twist, (per lb.) ...	As. 7 7/8 to 8 1/8	As. 7 7/8 to 8 1/8
No. 30s Water " " ...	" 7 1/2 to 8	" 7 3/8 to 8 1/8
Copper Braziers, (in buudles) (per cwt)	Rs. 47-8-0	Rs. 47-0-0
Yellow Metal, (") (")	" 41-12-0	" 41-10-0
Welsh Bar Iron, (per candy of 746 1/2 lbs.)	" 31-8-0	" 31 to Rs. 31-8-0
Staffordshire Bar Iron " " ...	" 34 to Rs. 36	" 34 " " 35-0-0
Swedish Bar Iron, " " ...	" 50 " " 52	" 49 " " 52-0-0
Davison's West Hartley Coal, (per ton) alongside.	Rs. 20 rdy.; Rs. 20 1/2 fwd.	Rs. 20 1/2 Forward.
Welsh Hartley Coal, (per ton) "	" 20 Forward	" 20 "
Cardiff Coal, (") "	" 22 rdy.; Rs. 22 1/2 fwd.	" 22 1/2 "
Singarini " (per ton) Rail delivery.	" 14 1/4 to Rs. 14 1/2 Rdy.	" 14 1/4 to Rs. 14 1/2 Rdy.

mittee of the Chamber of Commerce during the Year 1896—*contd.*

Quotations.	Week ending 16th July.	Week ending 23rd July.
EXPORTS.		
Cotton— Market	Quiet and easier.	Quiet, but steady.
(Full-pressed ; per candy of 784 lbs.)		
Broach, ... Fine...	Rs. 206 Ready	Rs. 206 Ready
,, ... F.G....	,, 200 ,,	,, 200 ,,
,, ... Good..	,, 195 ,,	,, 195 ,,
Barsee, ... F.G....	Nominal	Nominal
,, ... Good..	Rs. 187 to Rs. 190 Ready	Rs. 186 to Rs. 188 Ready
Oomrawuttee, Good Staple, ... Fine...	Nominal	Nominal
,, ,, ... F.G...	Rs. 180 to Rs. 183 Ready	Rs. 180 to Rs. 182 Ready
,, ,, ... Good..	,, 174 ,, ,, 177 ,,	,, 174 ,, ,, 176 ,,
Khandeish, ... Fine ..	Nominal	Nominal
,, ... F.G. ..	Rs. 167 to Rs. 170 Ready	Rs. 167 to Rs. 169 Ready
,, ... Good ..	,, 162 ,, ,, 165 ,,	,, 162 ,, ,, 163 ,,
Belatee, ... Fine..	,, 174 ,, ,, 177 ,,	,, 174 ,, ,, 176 ,,
,, ... F.G. ..	,, 168 ,, ,, 171 ,,	,, 168 ,, ,, 170 ,,
,, ... Good...	,, 164 ,, ,, 167 ,,	,, 164 ,, ,, 166 ,,
Dhollera, ... Fine...	,, 187 ,, ,, 190 ,,	,, 188 ,, ,, 190 ,,
,, ... F.G. ..	,, 177 ,, ,, 180 ,,	,, 178 ,, ,, 180 ,,
,, ... Good...	,, 167 ,, ,, 170 ,,	,, 168 ,, ,, 170 ,,
Bengals, ... Fine ..	,, 167 ,, ,, 169 ,,	,, 168 ,, ,, 169 ,,
,, ... F. G. ..	,, 152 ,, ,, 154 ,,	,, 153 ,, ,, 154 ,,
,, ... Good...	,, 146 ,, ,, 148 ,,	,, 147 ,, ,, 148 ,,
Dharwar (S.G.) ... . Good...	,, 189 ,, ,, 191 ,,	,, 190 ,, ,, 191 ,,
Westerns, ... Good ..	,, 174 ,, ,, 176 ,,	,, 172 ,, ,, 173 ,,
Gingelly seed, White (per cwt.)...	.....	.....
,, Mixed ,, ..	.....	.....
Linseed, Bold ,, ...	Rs. 6-10-0 Ready	Rs. 6-10-0 Ready
,, Small Seed ,, ..	.....	.....
Rapeseed, Guzerat Yellow ,, ..	Rs. 7-6-0 Ready	Rs. 7-5-0 Ready
,, Brown Delhi ,, ..	,, 6-8-6 ,,	,, 6-8-6 ,,
,, Yellow Cawnpore ,, ...	,, 7-1-0 ,,	,, 7-1-0 ,,
Poppy seed ,, ..	,, 7-14-0 ,,	,, 7-14-0 ,,
Groundnuts ,, ..	,, 7-7-0 ,,	,, 7-5-6 ,,
Castor seed, Bold Cawnpore ,, ...	.....	.....
,, Ordinary Quality, F.A. ,, ..	Rs. 5-15-6 Ready	Rs. 6-0-0 Ready
Wheat, White Pessy ,, ...	{ Rs. 4-11-6 ,, 91 %	{ ,, 4-12-0 ,, 91 %
	{ ,, 4-10-0 ,, 85 %	{ ,, ... 85 %
,, Jabalpur Pessy ,, ..	.....	.....
,, Ahmedabad (Soft Red) ,, ..	.....	.....
	{ Rs. .... Ready 75 %	{ Rs. .....Ready 75 %
,, Hard Yellow ,, ...	{ ,, 4-7-0 ,, 63 %	{ ,, 4-7-0 ,, 63 %
	{ ,, 4-6-0 ,, 50 %	{ ,, 4-6-0 ,, 50 %
,, Delhi No. 1, White Pessy ,, ..	Rs. 4-11-6 ,,	Rs. 4-11-0 ,,
,, ,, Red ,, ...	.....	.....
,, Hard Red Khatha (75 %) ,, ...	Rs. 3-15-6 Ready	Rs. 4-1-0 Ready
,, Nagpore Khathi ,, .	.....	,, 4-7-0 ,,
Opium, (Malwa) per chest, Old	Rs. 1,425	Rs. 1,425
,, ,, New	,, 1,320	,, 1,365
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton (per ton of 40 ft.) via Suez Canal ,, ..	£0 8s. 0d.	£0 8s. 0d.
,, Seeds and Wheat ,, ..	£0 2s. 6d.	£0 6s. 0d.
London—Measurement cargo, P. & O. Co. ,, ..	£0 15s. 0d.	£0 7s. 0d.
,, Seeds & Wheat do. ,, ..	£0 7s. 0d.	£0 7s. 6d.
,, Measurement cargo ,, ...	£0 7s. 6d.	....
,, Seeds & Wheat ,, ..	£0 7s. 6d.	....
Havre—Measurement cargo ,, ..	£0 7s. 0d.	....
,, Seeds & Wheat ,, ...	£0 7s. 0d.	.....
Antwerp—Measurement cargo ,, ..	£0 7s. 0d.	....
,, Seeds & Wheat ,, ...	£0 7s. 0d.	.....
Hull—Measurement cargo ,, ...	£0 7s. 0d.	....
Dunkirk ,, ..	£0 7s. 6d.	....
Trieste & Venice—Measurement cargo ,, ...	£0 9s. 0d.	£0 8s. 0d.
,, Seeds & Wheat ,, ..	£0 8s. 0d.	£0 7s. 6d.
Marseilles—Measurement cargo, ,, ...	£0 5s. 0d.	£0 6s. 3d.
,, Seeds & Wheat ,, ...	£0 5s. 0d.	£0 6s. 3d.
Genoa—Measurement cargo ,, ...	£0 5s. 0d.	£0 8s. 0d.
,, Seeds and Wheat ,, ..	£0 5s. 0d.	£0 8 . 0d.
China Steamer (P. & O.)	Rs. 12 to Rs. 16	Rs. 12 to Rs. 16
Japan do. (do.)	,, 17	,, 17
Australia	,, 35 to ,, 45	,, 35 to ,, 15

WEEKLY CURRENT QUOTATIONS as estimated by the Com

QUOTATIONS.	Week ending 30th July.	Week ending 6th August.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 2 3/16d.	1s. 2 7/32d.
„ „ Sight	1s. 2 7/32d.	1s. 2 7/32d. to 1/4d.
„ „ 3 m'ths' „	1s. 2 1/4d.	1s. 2 1/4d.
„ „ 4 „ „	1s. 2 1/4d.	1s. 2 1/4d.
„ „ 6 „ „	1s. 2 9/32d.	1s. 2 9/32d.
First-class Credits ... 3 „ „	1s. 2 9/32d. to 5/16d.	1s. 2 5/16d.
„ „ ... 4 „ „	.....	.....
„ „ ... 6 „ „	.....	.....
Documents ... ... 3 „ „	1s. 5/16d. to 11/32d.	1s. 2 11/32d.
„ ... ... 4 „ „	.....	.....
„ ... ... 6 „ „	.....	.....
Paris Francs Mercantile Bills... 3 „ „	1·50¼	1·50⅛
„ „ 6 „ „	.....	.....
On Calcutta Bank Tel. Transfer.	100	100 1/32
On China Mer'tile Bills, 30 days' Sight	Hongkong Rs. 185½ per 100$; Shanghai Rs. 253 per 100 Taels; Japan Rs. 186 per 100 $.	Hongkong Rs. 185½ per 100$; Shanghai Rs. 253 per 100 Taels; Japan Rs. 186 per 100$.
Eng. Bar Gold, 100 touch (per total)	Rs. 26-15-0	Rs. 27-2-0
Soverigns	„ 17-1-0	„ 17-0-0
Bar Silver	„ 96-4-0 Ready; „ 94-2-0 Forward.	Rs. 95-15-0 Ready; „ 94-6-0 Forward.
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills 60 days' sight...	3 to 4 per cent.	3 to 4 per cent.
„ of Interest on Demand Loans on Govt. Securities.	3 per cent.	3 „ „
Rate of Interest in the open Market on Government Paper ...	2 „ „	2 „ „
Money Market	Easy.	Easy.
GOVERNMENT SECURITIES.		
Three-and-a-half per cents. ...	Rs. 109-14-0	Rs. 110-2-0
Three per cents.	„ 104-6-0	„ 105-0-0
IMPORTS		
PIECE GOODS— Market.	Very quiet.	Quiet, but steady.
6½ to 7 lbs. 34-38 in. Grey Shrtge. (per piece.)	Rs. 3-6-0	Rs. 3-6-0
7½ to 8¼ lbs. „ „ „	„ 3-12-0	„ 3-12-0
2½ to 3lbs. 28-30 in Madapollams „	„ 1-10 0	„ 1-10-0
No. 40s Mule Twist, (per lb.) ...	As. 7⅞ to 8⅜	As. 7⅞ to 8⅜
No. 30s Water „ „ ...	„ 7⅝ to 8⅛	„ 7⅝ to 8⅛
Copper Braziers, (in bundles) (per cwt.)	Rs. 47-4-0	Rs. 47-8-0
Yellow Metal, („) (per cwt.)	„ 41-10 0	„ 41-12-0
Welsh Bar Iron, (per cdy. of 746½ lbs.)...	„ 31 to 31-8-0	„ 30-8-0 to Rs. 31-0-0
Staffordshire Bar Iron, „ „ ...	„ 34 to 35-0-0	„ 34-0-0 to „ 36-0-0
Swedish Bar Iron, „ „ ...	„ 50 to 52	„ 48-0-0 to „ 51-0-0
Davison's West Hartley Coal, (per ton) alongside.	(Ready.) (Forward.) ... Rs. 21½	(Ready.) (Forward.) ... Rs. 21
Welsh Hartley Coal, (per ton) „	... „ 21	... „ 20
Cardiff Coal, (per ton) „	Rs. 22½ „ 23	Rs. 23 „ 23
Singarini Coal, (per ton) Rail delivery	„ 14¼ to 14½ Ready.	„ 14¼ to 14½ Ready.

mittee of the Chamber of Commerce during the Year 1896—*contd.*

QUOTATIONS.	Week ending 30th July.	Week ending 6th August.
EXPORTS.		
COTTON— Market	Spot market steady; new crop firmer.	Firm; prices advancing.
(Full pressed; per candy of 784 lbs.)		
Broach, ... Fine ...	Rs. 206 to Rs. 207 Rdy.	Rs. 212 to Rs. 213 Rdy.
" ... ... F.G. ...	" 200 " 201 "	" 206 " 207 "
" ... ... Good...	" 195 " 196 "	" 200 to " 201 "
Barsee, ... F.G. ...	Nominal.	Nominal.
" ... ... Good...	Rs. 188 to Rs. 190 Rdy.	Rs. 190 to Rs. 193 Rdy.
Oomrawuttee, Good Staple ... .. Fine ...	Nominal.	Nominal.
" " ... ... F.G. ...	Rs. 180 to Rs. 182 Ready	Rs. 183 to Rs. 186 Ready
" " ... ... Good ...	" 174 " " 176 "	" 177 to " 180 "
Khandeish ... ... Fine ...	Nominal	Nominal.
" ... ... F.G. ...	Rs. 168 to Rs. 170 Ready	Rs. 173 to Rs. 176 Ready
" ... ... Good...	" 162 to " 164 "	" 167 to " 170 "
Belatee ... ... Fine ...	" 176 to " 178 "	" 180 to " 183 "
" ... ... F.G. ...	" 168 to " 170 "	" 174 to " 176 "
" ... ... Good...	" 163 to " 165 "	" 168 to " 170 "
Dhollera ... ... Fine ...	" 190 to " 192 "	" 195 to " 198 "
" ... ... F.G. ...	" 180 to " 182 "	" 185 to " 188 "
" ... ... Good...	" 170 to " 172 "	" 180 to " 183 "
Bengals ... ... Fine ...	" 170 to " 171 "	" 173 to " 176 "
" ... ... F.G. ...	" 156 to " 157 "	" 159 to " 162 "
" ... ... Good...	" 151 to " 152 "	" 154 to " 157 "
Dharwar (S.G. ... ... Good...	" 190 to " 192 "	" 193 to " 196 "
Westerns ... ... Good ..	" 172 to " 173 "	" 178 to " 180 "
Gingelly seed, White (per cwt.)...	.....	.....
" Mixed " ...	.....	.....
Linseed, Bold " ...	Rs. 6-9-0 Ready	Rs. 6-7-0 Ready
" Small Seed " ...	.....	...
Rapeseed, Gujerat Yellow " ..	Rs. 7-7-0 "	Rs. 7-6-0 Ready
" Brown Delhi " ...	" 6-8-6 "	" 6-7-0 "
" Yellow Cawnpore " ...	" 7-0-0 "	" 7-1-0 "
Poppy seed " ...	" 7-12-0 "	" 7-9-6 "
Groundnuts " ..	" 7-5-6 "	" 7-8-6 "
Castorseed, Bold Cawnpore " ...	.....	.....
" Ordinary Quality, F.A. " ...	Rs. 6-0-0 Ready	Rs. 6-0-0 Ready
Wheat, White Pessy " ..	Rs. 4-12-0 " 91 %	" 4-12-6 " 91 %
	" 4-10-0 " 85 %	" 4-12-0 " 85 %
" Jabalpur Pessy " ...	....	.....
" Ahmedabad (Soft Red) " ...	.....	.....
	..... 75 %	..... 75 %
" Hard Yellow " ...	Rs. 4-7-0 " 63 %	Rs. 4-6-6 Ready 63 %
	" 4-6-0 " 50 %	" 4-5-6 " 50 %
" Delhi No. 1, White Pessy " ...	" 4-11-6 "	" 4-11-6 "
" " Red " ...	.....	.....
" Hard Red Khatha (75 %) " ..	Rs. 4-0-0 Ready	Rs. 4-0-6 Ready
" Nagpore Khathi " ...	" 4-7-0 "	" 4-7-6 "
Opium, (Malwa) per chest, Old	Rs. 1,410	" 1,390
" " " New	" 1,315	" 1,320
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40ft.), via Suez Canal	£0 8s. 0d.	£0 7s. 6d.
" Seeds and Wheat " ...	.....	£0 6s. 0d.
London—Measurement cargo, P. & O. Co. " ...	£0 15s. 0d.	£0 15s. 0d.
" Seeds & Wheat do. " ..	£0 7s. 0d.	£0 7s. 0d.
" Measurement cargo " ...	...	.....
" Seeds & Wheat " ..	.....	.....
Havre—Measurement cargo " ...	.....	£0 7s. 0d.
" Seeds & Wheat " ..	.....	£0 7s. 0d.
Antwerp—Measurement cargo " ...	.....	£0 6s. 6d.
" Seeds & Wheat " ...	.....	£0 6s. 6d.
Hull—Measurement Cargo " ..	.....	£0 6s. 6d.
Dunkirk " ..	£0 7s. 6d.	£0 6s. 6d.
Trieste & Venice—Measurement cargo " ..	£0 7s. 0d.	£0 8s. 6d.
" Seeds & Wheat " ...	£0 8s. 0d.	£0 7s. 6d.
Marseilles—Measurement cargo " ..	.....	£0 6s. 0d.
" Seeds & Wheat " ..	.....	£0 6s. 0d.
Genoa—Measurement cargo " ..	£0 7s. 6d.	£0 6s. 6d.
" Seeds & Wheat " ...	£0 7s. 6d.	£0 6s. 6d.
China Steamer (P. & O.)	Rs. 12 to Rs. 16	Rs. 12 to Rs. 16
Japan " (do.)	" 17	" 17
Australia	" 35 to Rs. 45	" 35 to " 45

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 13th August.	Week ending 20th August.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer ...	1s. 2 5/32d.	1s. 2d.
" " Sight	1s. 2 3/16d.	1s. 2d.
" " 3 m'ths' "	1s. 2 7/32d.	1s. 2 1/32d.
" " 4 " "	1s. 2 7/32d.	1s. 2 1/32d.
" " 6 " "	1s. 2¼d.	1s. 2 1/16d.
First-class Credits 3 " "	1s. 2 9/32d.	1s. 2 3/32d.
" " ... 4 " "	.....	.....
" " ... 6 " "	.....	.....
Documents ... 3 " "	1s. 2 5/16d.	1s. 2¼d.
" ... ... 4 " "	.....	.....
" ... ... 6 " "	.....	.....
Paris Francs Mercantile Bills... 3 " "	1·50	1·48¼
" " 6 " "	.....	.....
On Calcutta Bank Tel. Transfer...	100 1/16	100 3/32
On China Mer'tile Bills, 30 days' Sight.	Hongkong Rs. 183¼ per 100 $; Shanghai, Rs. 250 per 100 Taels; Japan, Rs. 183½ per 100 $.	Hongkong, Rs. 182 per 100 $; Shanghai. Rs. 246 per 100 Taels; Japan, Rs. 182 per 100 $.
Eng. Bar Gold, 100 touch (per tola)	Rs. 27-0-0	Rs. 27-3-6
Sovereigns...	" 17-1-6	" 17-4-0
Bar Silver	Rs. 95-8-0 Ready. " 94-6-0 Forward.	Rs. 93-8-0 Ready. " 93-2-0 Forward.
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills 60 days' sight ...	3 to 4 per cent.	3 to 4 per cent.
" of Interest on Demand Loans on Govt. Securities.	3 " "	3 " "
Rate of interest in the open Market on Govt. Paper ...	1½ to 2 "	1½ " "
Money Market	Easy.	Quiet, with a limited demand for money.
GOVERNMENT SECURITIES.		
Three-and-a-half per cents. ...	Rs. 109-12-0	Rs. 109-5-0
Three per cents	" 104-12-0	" 104-2-0
IMPORTS.		
Piece Goods— Market	Quiet, but steady.	Little enquiry.
6½ to 7lbs. 34-38 in. Grey Shrtgs. (per piece.)	Rs. 3-6-0	Rs. 3-6-0
7½ to 8½lbs. " " "	" 3-12-0	" 3.12-0
2½ to 3lbs. 28-30 in Madapollams "	" 1-10-0	" 1.10-0
No. 40s Mule Twist, (per lb.) ...	As. 7 7/8 to 8 3/8	As. 7 7/8 to 8 3/8
No. 30s Water " (") ...	" 7 7/8 to 8 1/8	" 7 7/8 to 8 1/8
Copper Braziers, (in bundles) (per cwt.)	Rs. 47-4-0	Rs. 47-4-0
Yellow Metal, (")(")	" 41-12-0	" 41-12-0
Welsh Bar Iron, (per candy of 746½ lbs.)	" 32-0-0	" 32-0-0 to Rs. 32-8-0
Staffordshire Bar Iron, " " ...	" 34 to 34-8-0	" 34-0-0 " " 35-0-0
Swedish Bar Iron, " " ...	" 50-0-0 to 51-0-0	" 50-0-0 " " 51-0-0
Davison's West Hartley Coal, (per ton) alongside.	Rs. 21½ Forward.	" 21½ Forward.
Welsh Hartley Coal, (per ton) "	" 20 "	" 20 "
Cardiff Coal, (per ton) "	" 23¼ rdy. Rs. 23½ fwd.	" 22½ rdy. Rs. 23 fwd.
Singarini Coal, (") Rail delivery.	" 14¼ to Rs. 14½ Rdy.	" 14¼ to Rs. 14½ Rdy.

mittee of the Chamber of Commerce during the Year 1896—*contd.*

Quotations.		Week ending 13th August.	Week ending 20th August.
EXPORTS.			
Cotton—	Market	Quiet, but steady.	Firm.
(Full—pressed; per candy of 784 lbs.)			
Broach, ...	Fine...	Rs. 215 to Rs. 217 Ready.	Rs. 220 Ready
,, ...	F.G....	,, 210 to ,, 212 ,,	,, 215 ,,
,, ...	Good..	,, 205 to ,, 207 ,,	,, 210 ,,
Barsee	F.G....	Nominal.	Nominal.
,, ...	Good..	Rs. 195 to Rs. 197 Ready	Rs. 197 to Rs. 200 Ready.
Oomrawuttee, Good Staple	Fine....	Nominal	Nominal.
,, ,, ...	F.G....	Rs. 187 to Rs. 190 Ready	Rs. 192 to Rs. 195 Ready
,, ,, ...	Good...	,, 180 to ,, 183 ,,	,, 185 to ,, 187 ,,
Khandeish, ...	Fine...	Nominal	Nominal
,, ...	F.G....	Rs. 177 to Rs. 181 Ready	Rs. 179 to Rs. 182 Ready
,, ...	Good...	,, 172 to ,, 176 ,,	,, 174 to ,, 177 ,,
Belatee, ...	Fine...	,, 182 to ,, 185 ,,	,, 185 to ,, 188 ,,
,, ...	F.G. ...	,, 176 to ,, 179 ,,	,, 179 to ,, 182 ,,
,, ...	Good...	,, 170 to ,, 173 ,,	Nominal
Dhollera, ...	Fine...	,, 197 to ,, 200 ,,	Rs. 200 to Rs. 203 Ready
,, ...	F.G ..	,, 187 to ,, 190 ,,	,, 190 to ,, 193 ,,
,, ...	Good..	,, 182 to ,, 185 ,,	,, 183 to ,, 186 ,,
Bengals, ...	Fine...	,, 178 to ,, 180 ,,	,, 180 to ,, 182 ,,
,, ...	F.G....	,, 161 to ,, 163 ,,	,, 165 to ,, 167 ,,
,, ...	Good..	,, 156 to ,, 158 ,,	,, 160 to ,, 162 ,,
Dharwar (S.G.)	Good..	,, 195 to ,, 197 ,,	,, 196 to ,, 198 ,,
Westerns, ...	Good...	,, 182 to ,, 185 ,,	,, 183 to ,, 185 ,,
Gingelly seed, White	(per cwt.)...	.....	.....
,, Mixed	,, ...	.....	.....
Linseed, Bold	,, ...	Rs. 6-9-0 Ready	Rs. 6-12-0 Ready
,, Small Seed	,, ..	.....	.. ...
Rapeseed, Gujerat Yellow	,, ...	Rs. 7-6-0 Ready	Rs. 7-11-0 Ready
,, Brown Delhi	,, ...	,, 6-10-6 ,,	,, 6-15-6 ,,
,, Yellow Cawnpore	,, ...	,, 7-2-0 ,,	,, 7-3-0 ,,
Poppy seed	,, ..	,, 7-11-0 ,,	,, 7-15-0 ,,
Groundnuts	,, ..	,, 7-9-0 ,,	,, 7-9-0 ,,
Castorseed, Bold Cawnpore	,, ..	.....	.....
,, Ordinary Quality, F.A.	,, ...	Rs. 6-0-0 Ready.	Rs. 6-2-0 Ready
Wheat, White Pessy	,,	,, 4-12-6 ,, 91 % / ,, 4-12-0 ,, 85 %	Rs. 4-11-6 ,, 91 % / ,, 4-11-0 ,, 85 %
,, Jabalpur Pessy	,, ..	.....	....
,, Ahmedabad (Soft Red)	,, ..	.....	.....
,, Hard Yellow	,,	..... 75 % / Rs. 4-7-6 Ready 63 % / ,, 4-6-6 ,, 50 %	..... 75 % / Rs. 4-7-6 Ready, 63 % / ,, 4-6-6 ,, 50 % / ,, 4-12-6 ,,
,, (Delhi No. 1, White Pessy	,, ..	,, 4-11-6 ,,	.....
,, ,, Red	,, ..	.....	...
,, Hard Red Khatha (75 %)	,, ..	Rs. 4-1-6 Ready	Rs. 4-1-6 Ready
,, Nagpore Khathi	,, ..	,, 4-7 0 ,,	,, 4-7-0 ,,
Opium, (Malwa) per chest, Old	...	,, 1,320	,, 1,310
,, ,, ,, New...	...	,, 1,280	,, 1,260
FREIGHTS.		(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40 ft.) via Suez Canal.	£0	6s. 0d.	£0 7s. 6d.
,, Seeds and Wheat ,,	£0	6s. 0d.	£0 6s. 0d.
London—Measurement cargo, P. & O. Co. ,,	£0	15s. 0d.	£0 15s. 0d.
,, Seeds and Wheat do. ,,	£0	6s. 6d.	£0 6s. 0d.
,, Measurement cargo, ,,		.....	....
,, Seeds and Wheat ,,		.....	.....
Havre—Measurement cargo ,,	£0	6s. 6d.	£0 6s. 6d.
,, Seeds and Wheat ,,	£0	6s. 6d.	£0 6s. 6d.
Antwerp—Measurement cargo ,,	£0	6s. 6d.	£0 6s. 0d.
,, Seeds and Wheat ,,	£0	6s. 6d.	£0 6s. 0d.
Hull—Measurement cargo. ,,	£0	6s. 9d.	£0 6s. 0d.
Dunkirk ,,	£0	6s. 6d.	£0 6s. 0d.
Trieste and Venice—Measurement cargo ,,	£0	8s. 6d.	£0 9s. 0d.
,, Seeds and Wheat ,,	£0	7s. 6d.	£0 8s. 0d.
Marseilles—Measurement cargo, ,,	£0	6s. 0d.	£0 5s. 6d.
,, Seeds & Wheat ,,	£0	6s. 0d.	£0 5s. 6d.
Genoa—Measurement Cargo ,,	£0	6s. 6d.	£0 6s. 0d.
,, Seeds and Wheat ,,	£0	6s. 6d.	£0 6s. 0d.
China Steamer (P. & O.)	Rs.	12 to Rs. 16	Rs. 12 to Rs. 16
Japan ,, (do.)	,,	17	,, 17
Australia	,,	35 to Rs. 45	,, 35 to Rs. 45

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 27th August.	Week ending 3rd September.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 2 3/32d.	
„ „ Sight	1s. 2 3/32d.	1s. 2⅛d.
„ „ 3 m'ths' „	1s. 2⅛d.	1s. 2⅛d.
„ „ 4 „ „	1s. 2⅛d.	1s. 2 5/32d.
„ „ 6 „ „	1s. 2 5/32d.	1s. 2 5/32d.
First-class Credits... 3 „ „	1s. 2 3/16d.	1s. 2 3/16d.
„ „ ... 4 „ „	.....	1s. 2⅛d.
„ „ ... 6 „ „	.....	.....
Documents ... 3 „ „	1s. 2 7/32d.	.....
„ ... 4 „ „	.....	1s. 2 9/32d.
„ ... 6 „ „	.....	.....
Paris Francs Mer'tile Bills 3 „ „	1·49¼	.....
„ 6 „ „	... ..	1·49⅜
On Calcutta Bank Tel. Transfer...	100 1/16 to 100 3/32	.....
On China Mer'tile Bills, 30 days' Sight	Hongkong, Rs. 181½ per 100$; Shanghai, Rs. 246 per 100 Taels; Japan, Rs. 181½ per 100 $.	100 3/32 Hongkong, Rs. 180 per 100$; Shanghai, Rs. 244 per 100 Taels; Japan, Rs. 180 per 100 $.
Eng. Bar Gold, 100 touch (per tola).	Rs. 27-2-6	Rs. 27-2-0
Sovereigns	„ 17-3-0	„ 17-1-6
Bar Silver	Rs. 93-6-0 Ready; „ 93-4-0 Forward	Rs. 93-0-0 Ready; „ 92-14-0 Forward
RATES OF DISCOUNT.		
Bank Rate of Dist. on Private Bills 60 days' Sight.	3 to 4 per cent.	3 to 4 per cent.
„ of Interest on Demand Loans on Govt. Securities.	3 „ „	3 „ „
Rate of interest in the open Market on Govt. Paper... ...	1½ „ „	1½ „ „
Money Market	Continues quiet, with a limited demand for accommodation.	Continues easy, with a very moderate demand for accommodation
GOVERNMENT SECURITIES.		
Three-and-a-half per cents. ...	Rs. 109-9-0	Rs. 108-15-0
Three per cents	„ 104-2-0	„ 103-8-0
IMPORTS.		
Piece Goods— Market	Firmer, but very quiet.	Firm, but scarcely any demand.
6½ to 7lbs. 34-38in. Grey Sbrtgs, (per piece)	Rs. 3-7-0	Rs. 3-7-0
7½ to 8½ lbs., „ „ „	„ 3-13-0	„ 3-13-0
2½ to 3lbs. 28-30 in. Madapollams, „	„ 1-10-6	„ 1-10-6
No. 40s Mule Twist (per lb.) ...	As. 8 to 8½	As. 8 to 8½
No. 30s Water „ („) ...	„ 7¾ „ 8¼	„ 7¾ to 8¼
Copper Braziers, (in bundles) per cwt.	Rs. 47-4-0	Rs. 47-4-0
Yellow Metal, („) (do.)	„ 42-0-0	„ 42-4-0
Welsh Bar Iron, (per candy of 746½ lbs.)	„ 31-8-0 to 32-0-0	„ 31,8-0
Staffordshire Bar Iron „ „ ...	„ 34-0-0 to 35-0-0	„ 34-0-0 to Rs. 35-0-0
Swedish Bar Iron „ „ ...	„ 50-0-0 to 51-0-0	„ 49-0-0 to „ 50-0-0
Davison's West Hartley Coal (per ton) alongside.	Rs. 23 Fwd.	Rs. 21½ fwd.
Welsh Hartley Coal, (per ton) „	„ 20 „	„ 20½ „
Cardiff Coal, („) „	Rs. 23½ rdy; Rs. 24 Fwd.	„ 23 rdy. Rs. 23 fwd.
Japan Coal, („) „	„ 13¾ „ „ 14 „	„ 13¾ „ „ 13½ „
Bengal Coal, („) „	„ 12 to 13 according to quality.	„ 12¼ „ „ 12¼ „
Singarini Coal, (per ton) Rail delivery.	Rs. 13⅛ to Rs. 13¼ Rdy.	Rs. 13⅛ to Rs. 13¼ Rdy.

mittee of the Chamber of Commerce during the Year 1896—*contd.*

Quotations.	Week ending 27th August.	Week ending 3rd September.
EXPORTS.		
Cotton—	Quiet.	Firm.
(Full pressed ; per candy of 784 lbs.)		
Broach, ... Fine...	Rs. 218 Ready	Rs. 220 Ready
Do. ... ... F.G...	„ 213 „	„ 214 „
Do. ... ... Good...	„ 208 „	„ 208 „
Barsee ... ... F.G....	Nominal	Nominal
Do. ... ... Good...	Rs. 200 Reaby	Rs. 200 to Rs. 203 Ready
Oomrawuttee, Good Staple ... Fine...	Nominal	Nominal
„ „ ... ... F.G....	Rs. 193 to Rs. 195 Ready	Rs. 195 to Rs. 198 Ready
„ „ ... ... Good...	„ 186 to „ 188 „	„ 188 to „ 191 „
Khandeish ... ... Fine ...	Nominal	Nominal
„ ... ... F.G. ...	Rs. 185 to Rs. 190 Ready	Rs. 186 to Rs. 188 Ready
„ ... ... Good...	„ 180 to „ 185 „	„ 180 to „ 182 „
Belatee, ... Fine ...	„ 188 to „ 190 „	„ 190 to „ 192 „
„ ... ... F.G. ...	„ 182 to „ 184 „	„ 184 to „ 186 „
„ ... ... Good...	Nominal	„ 178 to „ 180 „
Dhollera, ... Fine ...	Rs. 200 to Rs. 202 Ready	„ 202 to „ 204 „
„ ... ... F.G. ...	„ 190 to „ 192 „	„ 192 to „ 194 „
„ ... ... Good ..	„ 180 to „ 182 „	„ 182 to „ 184 „
Bengals, ... Fine ...	„ 180 to „ 182 „	„ 178 to „ 180 „
„ ... ... F.G. ...	„ 167 to „ 169 „	„ 165 to „ 167 „
„ ... ... Good...	„ 162 to „ 164 „	„ 160 to „ 162 „
Dharwar (S.G.), ... Good ...	„ 197 to „ 200 „	„ 197 to „ 200 „
Westerns, ... Good ..	„ 188 to „ 189 „	„ 186 „
Gingelly seed, White ... . (per cwt.) ...	.....	.....
„ Mixed „ ..	.....	.....
Linseed, Bold „ ..	Rs. 6-11-0 Ready	Rs. 6-9-0 Ready
„ Small Seed „ ..	.....	.....
Rapeseed, Gujerat Yellow „ ...	Rs. 7-13-0 Ready	„ 7-12-0 Ready
„ Brown Delhi „ ...	„ 7-1-0 „	„ 6-15-6 „
„ Yellow Cawnpore „ ...	„ 7-7-0 „	„ 7-7-0 „
Poppy seed „ ...	„ 7-15-0 „	„ 7-15-0 „
Groundnuts „ ...	„ 7-11-0 „	„ 7-11-0 „
Castor seed, Bold Cawnpore „ ...	....	.....
„ Ordinary Quality, F. A. „ ...	Rs. 6-3-0 Ready	Rs. 6-2-6 Ready
Wheat, White Pessy „	„ 4-13-0 „ 91 %	Rs. 4-12-6 „ 91 %
	„ 4-12-0 „ 85 %	„ 4-12-0 „ 85 %
„ Jabalpur Pessy „ ..	.....	....
„ Ahmedabad (Soft Red) „ ...	.....	....
„ Hard Yellow „	Rs. 4-10-0 Ready 75 %	.. ... 75 %
	„ 4-9-0 „ 63 %	Rs. 4-10-0 Ready 63 %
	„ 4-8-0 „ 50 %	„ 4-9-0 „ 50 %
„ Delhi No. 1, White Pessy „ ...	„ 4-13-6 „	Rs. 4-13-6 „
„ „ Red „ ...	.....	.....
„ Hard Red Khatha (75 %) „ ...	Rs. 4-1-0 Ready Nominal	Rs. 4-2-6 Ready
„ Nagpore Khathi „ ...	„ 4-7-0 „ „	„ 4-10-0 „
Opium, (Malwa) per chest, Old „ ...	„ 1,305	„ 1,315
„ „ „ New „ ...	„ 1,255	„ 1,260
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40ft.) via Suez Canal	£0 6s. 6d.	£0 7s. 0d.
„ Seeds and Wheat „ ...	£0 5s. 6d.	£0 6s. 6d.
London—Measurement cargo P. & O. Co. „ ...	£0 15s. 0d.	£0 15s. 0d.
„ Seeds & Wheat do. „ ...	£0 6s. 0d.	£0 6s. 6d.
„ Measurement cargo „ ...	£0 6s. 3d.	£0 6s. 6d.
„ Seeds and Wheat „ ...	£0 6s. 3d.	£0 6s. 6d.
Havre—Measurement cargo „ ...	£0 6s. 6d.	£0 6s. 9d.
„ Seeds & Wheat „ ...	£0 6s. 6d.	£0 6s. 9d.
Antwerp—Measurement cargo „ ...	£0 6s. 3d.	£0 6s. 6d.
„ Seeds & Wheat „ ...	£0 6s. 3d.	£0 6s. 6d.
Hull—Measurement cargo „ ...	£0 6s. 3d.	£0 6s. 6d.
Dunkirk „ ...	£0 6s. 3d.	£0 6s. 6d.
Trieste & Venice—Measurement cargo „ ...	£0 9s. 0d.	£0 10s. 0d.
„ Seeds & cargo „ ...	£0 8s. 0d.	£0 9s. 0d.
Marseilles—Measurement cargo „ ...	£0 6s. 0d.	£0 6s. 6d.
„ Seeds & Wheat „ ...	£0 6s. 0d.	£0 6s. 6d.
Genoa—Measurement cargo „ ...	£0 6s. 3d.	£0 6s. 6d.
„ Seeds and Wheat „ ...	£0 6s. 3d.	£0 6s. 6d.
China Steamer (P. & O.)...	Rs. 12 to Rs. 16	Rs. 12 to Rs. 16
Japan „ (do.)	„ 17	„ 17
Australia	„ 35 to Rs. 45	„ 35 to „ 45

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 11th September.	Eight days ending 18th September.
EXCHANGE.		
On England, Bank Bills, Tel. Transfer...	1s. 2 3/16d.	1s. 2 5/32d.
„ „ Sight	1s. 2 3/16d.	1s. 2 3/16d.
„ „ 3 m'ths' „	1s. 2 7/32d.	1s. 2 7/32d.
„ „ 4 „ „	1s. 2 7/32d.	1s. 2 7/32d.
„ „ 6 „ „	1s. 2 1/4d.	1s. 2 9/32d.
First-class Credits 3 „ „	1s. 2 9/32 to 5/16d.	1s. 2 5/16d.
„ „ 4 „ „	.....	.....
„ „ 6 „ „	.....	.....
Documents ... ... 3 „ „	1s. 2 5/16 to 11/32d.	1s. 2 11/32d.
„ 4 „ „	.....	.....
„ 6 „ „	.....	.....
Paris Francs Mercantile Bills... 3 „ „	1·50¼	1·50⅛
„ ... 6 „ „	.....	.....
On Calcutta Bank Tel. Transfer...	100 3/32	100 3/32
On China Mer'tile Bills, 30 days' Sight.	Hongkong, Rs. 179½ per 100 $; Shanghai, Rs. 242 per 100 Taels; Japan, Rs. 179 per 100 $.	Hongkong, Rs. 177½ per 100 $; Shanghai, Rs. 243 per 100 Taels; Japan, Rs. 177½ per 100 $.
Eng. Bar Gold, 100 touch (per tola)	Rs. 27-1-0	Rs. 27-1-0
Sovereigns	„ 17-0-0	„ 17-1-0
Bar Silver	„ 91-13-0 Ready; Rs. 91-13-0 Forward.	„ 91-10-0 Rdy.; Rs. 91-12-0 Forward.
RATES OF DISCOUNT.		
Bank Rate of Dist. on Private Bills 60 days' sight...	3 to 4 per cent.	4 to 5 per cent.
„ of Interest on Demand Loans on Govt. Securities	3 „	3 „
Rate of interest in the open Market on Govt. Paper... ...	1½ „	2 „
Money Market	Quiet, with a slightly better inquiry for money.	Is more active with an increasing demand for accommodation.
GOVERNMENT SECURITIES.		
Three-and-a-half per cents. ...	Rs. 108-12-0	Rs. 107-9-0
Three per cents	„ 103-4-0	„ 102-4-0
IMPORTS.		
Piece Goods— Market	Quiet, prices unchanged.	Better, but little doing.
6½ to 7 lbs. 34-38in. Grey Shrtgs, (per piece)	Rs. 3-7-0	Rs. 3-8-0
7½ to 8¼ lbs. „ „ „	„ 3-13-0	„ 3-14-0
2¼ to 3 lbs. 28-30 in. Madapollams „	„ 1-10-6	„ 1-11-0
No. 40s Mule Twist, (per lb.) ...	As. 8 to 8¼	As. 8 1/16 to 8 9/16
No. 30s Water „ „ ...	„ 7¾ to 8¼	„ 7⅞ to 8⅜
Copper Braziers, (in bundles) (per cwt)	Rs. 47-4-0	Rs. 47-4-0
Yellow Metal, („) („)	„ 42-6-0	„ 42-6-0
Welsh Bar Iron, (per candy of 746½ lbs.)	„ 31-8-0	„ 32-0-0
Staffordshire Bar Iron, „ „ ...	„ 34-0-0 to Rs. 35-0-0	„ 35-0-0 to Rs. 36-0-0
Swedish Bar Iron, „ „ ...	„ 43-0-0 to „ 50-0-0	„ 50-0-0
Davison's West Hartley Coal (per ton) alongside,	Rs. 21 fwd.	Rs. 21 fwd.
Welsh Hartley Coal, (per ton) „ .	„ 20 „	„ 20 „
Cardiff Coal, („) „	Rs. 23¼ rdy; Rs. 23½ fwd.	„ 22 „
Japan Coal, („) „	„ 13¼ „ „ 13¾ „	„ 13½ „
Bengal Coal, („) „	„ 12 to 13 according to quality. Ready.	„ 12½ rdy.
Singarini Coal, (per ton) Rail delivery...	Rs. 13⅜ Rdy.	„ 13 to Rs. 13½ Rdy.

mittee of the Chamber of Commerce during the Year 1896—*contd.*

Quotations.	Week ending 11th September.	Week ending 18th September.
EXPORTS.		
Cotton—	Steady.	Quiet.
(Full-pressed; per candy of 784 lbs.)		
Broach, ...Fine ..	Rs. 220 Ready.	Rs. 225 Ready.
Do. ... ...F.G...	„ 214 „	„ 217 „
Do. ... ...Good..	„ 208 „	„ 212 „
Barsee ... ...F.G...	Nominal	Nominal
„ ... ...Good..	Rs. 200 to Rs. 202 Ready	Rs. 200 to Rs. 202 Ready
Oomrawuttee, Good Staple, ...Fine ..	Nominal	Nominal
„ „ .. ..F.G. ..	Rs. 195 to 197 Rs. Ready	Rs. 195 to Rs. 197 Ready
„ „ ... ...Good...	„ 187 to 189 „	„ 187 to „ 189 „
Khandeish .. ..Fine ...	Nominal	Nominal
„ ... ...F.G. ...	Rs. 184 to Rs. 186 Ready	Rs. 184 to Rs. 185 Ready.
„ ... .Good...	„ 178 to „ 180 „	„ 177 to „ 178 „
Belatee ... ...Fine ...	„ 190 to „ 192 „	„ 191 to „ 192 „
„ ... ...F.G. ...	„ 184 to „ 186 „	„ 185 to „ 186 „
„ ... .Good..	„ 178 to „ 180 „	„ 180 to „ 181 „
Dhollera ... .Fine ...	„ 204 to „ 205 „	„ 204 to „ 205 „
„ ... .F.G. ..	„ 194 to „ 195 „	„ 194 to „ 195 „
„ ... .Good...	„ 184 to „ 185 „	„ 184 to „ 185 „
Bengals ... ... Fine ...	„ 181 to „ 183 „	„ 180 to „ 181 „
„ ... ...F.G. ...	„ 171 to „ 173 „	„ 170 to „ 171 „
„ ... ...Good ...	„ 165 to „ 167 „	„ 163 to „ 164 „
Dharwar (S.G.)... ... .Good...	„ 197 to „ 200 „	„ 198 to „ 200 „
Westerns, ...Good..	„ 187 to „ 189 „	„ 191 to „ 192 „
Gingelly Seed, White (per cwt.)...	.....	.....
„ Mixed „ ..	.....	.....
Linseed, Bold „ ..	Rs. 6-10-0 Ready	Rs. 6-9-6 Ready
„ Small Seed „ ...	.....	.....
Rapeseed, Gujerat Yellow „ ..	Rs. 7-12-0 Ready	Rs. 7-12-0 Ready
„ Brown Delhi „ ...	„ 7-2-0 „	„ 7-3-0 „
„ Yellow Cawnpore „ ..	„ 7-7-0 „	„ 7-7-0 „
Poppyseed „ ..	„ 7-13-6 „	„ 7-15-0 „
Groundnut „ ..	„ 7-11-0 „	„ 7-11-0 „
Castorseed, Bold Cawnpore „ ...	.....	.....
„ Ordinary Quality, F.A. „ ..	Rs. 6-2-0 Ready	Rs. 6-3-0 Ready
Wheat, White Pessy „ ...	„ 4-13-6 „ 91%	„ 5-2-6 „ 91 %
	„ 4-12-6 „ 85%	..... „ 85 %
„ Jabalpur Pessy „ ..	.....	.....
„ Ahmedabad (Soft Red) „ ...	.....	.....
	..... Ready 75 %	..... Ready 75 %
„ Hard Yellow „ ..	Rs. 4-11-6 „ 63 %	Rs. 5-0-0 „ 63 %
	„ 4-10-6 „ 50 %	„ 4-15-0 „ 50 %
„ Delhi No 1, White Pessy „ ..	„ 4-14-0 „	„ 4-14-6 April-May
„ „ Red „ ...	.....	.....
„ Hard Red Khatha (75%) „ ..	Rs. 4-5-0 Nominal Ready	Rs. 4-7-6 Ready
„ Nagpore Khathi „ ..	„ 4-12-0 „ „	.....
Opium, (Malwa) per chest, Old —	„ 1,315	Rs. 1,315
„ „ New	„ 1,265	„ 1,265
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40 ft.) via Suez Canal	£0 7s. 6d.	£0 7s. 6d.
„ Seeds & Wheat „ ..	£0 6s. 0d.	£0 6s. 0d.
London—Measurement cargo P. & O. Co. „ ..	£0 15s. 0d.	£0 15s. 0d.
„ Seeds & Wheat do. „ ..	£0 6s. 0d.	£0 6s. 0d.
„ Measurement cargo „ ...	.....	.....
„ Seeds and Wheat „ ...	.....	.....
Havre—Measurement cargo „ ...	.....	.....
„ Seeds and Wheat „ ..	.....	.....
Antwerp—Measurement cargo „ ..	£0 6s. 0d.	£0 6s. 6d.
„ Seeds & Wheat „ ...	£0 6s. 0d.	.....
Hull—Measurement cargo. „ ..	£0 6s. 6d.	£0 6s. 6d.
Dunkirk „ ..	£0 6s. 0d.	.....
Trieste & Venice—Measurement cargo „ ..	£0 11s. 0d.	£0 12s. 0d.
„ „ Seeds & Wheat „ ..	£0 10s. 0d.	£0 11s. 0d.
Marseilles—Measurement cargo „ ..	£0 6s. 6d.	£0 6s. 0d.
„ Seeds & Wheat „ ..	£0 6s. 6d.	£0 6s. 0d.
Genoa—Measurement cargo „ ...	£0 6s. 6d.	.....
„ Seeds & Wheat „ ...	£0 6s. 6d.	.....
China Steamer (P. & O.)	Rs. 12 to Rs. 16	Rs. 12 to Rs. 16
Japan „ (do.)	„ 17	„ 17
Australia	„ 35 to Rs. 45	„ 35 to Rs. 45

WEEKLY CURRENT QUOTATIONS as estimated by the Com

QUOTATIONS.	Week ending 25th September.	Week ending 2nd October.
EXCHANGE.		
On England, Bank Bills Tel. Transfer...	1s. 2 3/16d.	1s. 2 3/16d.
" " Sight	1s. 2 3/16d.	1s. 2 3/16d.
" " 3 m'ths' "	1s. 2 7/32d.	1s. 2 7/32d.
" " 4 " "	1s. 2¼d.	1s. 2 7/32d.
" " 6 " "	1s. 2 5/16d.	1s. 2 9/32d.
First-class Credits ... 3 " "	1s. 2 11/32d.	1s. 2 5/16d.
" " ... 4 " "	.....	.....
" " ... 6 " "	.....	.....
Documents ... 3 " "	1s. 2⅜d.	1s. 2 11/32d.
" ... 4 " "	.....	.....
" ... 6 " "	.....	.....
Paris Francs Mercantile Bills... 3 " "	1·50¾	1·50½
" " 6 " "	.....	.....
On Calcutta Bank Tel. Transfer..	100 3/32	100 3/32
On China Mer'tile Bills, 30 days' Sight.	Hongkong, Rs. 177 per 100 $; Shanghai, Rs. 242 per 100 Taels; Japan, Rs. 177 per 100 $.	Hongkong, Rs. 178 per 100 $; Shanghai, Rs. 243 per 100 Taels; Japan, Rs. 178 per 100 $.
Eng. Bar Gold, 100 touch (per tola)	Rs. 27-2-0	Rs. 27-2-0
Sovereigns	" 17-0-0	" 17-1-0
Bar Silver	Rs. 91-3-0 Ready; " 91-8-0 Forward.	Rs. 91-3-0 Ready; " 91-10-0 Forward.
RATES OF DISCOUNT.		
Bank Rate of Dist. on Private Bills 60 days' sight...	4 to 5 per cent.	5 per cent.
" of Interest on Demand Loans on Govt. Securities.	4 " "	4 " "
Rate of discount in the open Market on Govt. Paper ...	3 " "	3 " "
Money Market	There is an improved demand for money, but chiefly on Calcutta account, where rates are higher.	There is a steady demand for money, and considerable sums are being drained off for the supply in the Calcutta market where money is more valuable.
GOVERNMENT SECURITIES.		
Three-and-a-half per cents ...	Rs. 106-15-0	Rs. 106-3-0
Three per cents	" 102-0-0	" 102-0-0
IMPORTS.		
PIECE GOODS— Market	Very small demand, owing to the absence of rain up-country.	Little or no demand.
6½ to 7 lbs 34-38in. Grey Shrtgs, (per piece)	Rs. 3-8-0	Rs. 3-7-6
7¼ to 8¼ lbs. " " " ...	" 3-14-0	" 3-13-6
2½ to 3lbs. 28-30 in. Madapollams "	" 1-11-0	" 1-10-6
No. 40s Mule Twist, (per lb.) ...	As. 8 1/16 to 8 9/16	As. 7 15/16 to 8 7/16
No. 30s Water, " " ...	" 7⅞ to 8⅜	" 7⅞ to 8¼
Copper Braziers, (in bundles) per cwt.	Rs. 47-4-0	Rs. 47-4-0
Yellow Metal, (") " ...	" 42-2-0	" 41-12-0
Welsh Bar Iron, (per candy of 746½ lbs.)	" 31-8-0	" 32-0-0
Staffordshire Bar Iron, " " ...	" 36-0-0 to Rs. 37-0-0	" 35-0-0 to Rs. 36-0-0
Swedish Bar Iron, " " ...	" 50-0-0	" 50-0-0
Davison's West Hartley Coal, (per ton) alongside.	Rs. 20 Forward.	Rs. 20½ Forward.
Welsh Hartley Coal " " ...	" 19 "	" 20 "
Cardiff Coal, (") " ...	" 21 "	" 21½ "
Japan Coal, (") " ...	" 13 Rdy; Rs. 13½ fd.	" 13¼ Rdy; Rs. 13¾ fd.
Bengal Coal, (") " ...	" 11½ to Rs. 12½ Rdy.	" 12 " " 12 "
Singarini Coal, (per ton) Rail delivery..	" 13 Ready.	" 13 Ready.

mittee of the Chamber of Commerce during the Year 1896—*contd.*

QUOTATIONS.	Week ending 25th September.	Week ending 2nd October.
EXPORTS.		
COTTON— Market.	Quiet, but steady.	Quiet and easier.
(Full-pressed; per candy of 784 lbs.)		
Broach ... ... Fine ..	Rs. 239 to Rs. 240 25th March	Rs. 237 25th March
,, ... F.G. ..	,, 220 Ready	,, 218 to Rs 220 Ready.
,, ... Good ..	,, 210 ,,	,, 208 to ,, 210 ,,
Barsee .. .. F.G. ..	Nominal	Nominal
,, ... Good ..	Rs. 200 to Rs. 203 Ready	Rs. 200 Ready
Oomrawuttee, Good Staple, ... Fine ..	Nominal	Nominal
,, ,, ... F.G. ..	Rs. 194 to Rs. 197 Ready	Rs. 194 to Rs. 195 Ready
,, ,, ... Good ..	,, 186 to ,, 189 ,,	,, 186 to ,, 187 ,,
Khandesh, ... Fine ...	Nominal	Nominal
,, ... F.G. ...	Rs. 183 to Rs. 185 Ready	Rs. 183 to Rs. 185 Ready
,, ... Good...	,, 176 to ,, 179 ,,	,, 176 to ,, 178 ,,
Belatee, ... Fine ...	,, 190 to ,, 192 ,,	Nominal
,, ... F.G. ...	,, 184 to ,, 186 ,,	Rs. 183 to Rs. 185 Ready
,, ... Good...	,, 179 to ,, 182 ,,	,, 177 to ,, 179 ,,
Dhollera, ... Fine...	,, 203 to ,, 204 ,,	,, 201 to ,, 203 ,,
,, ... F.G. ...	,, 193 to ,, 194 ,,	,, 191 to ,, 193 ,,
,, ... Good...	,, 183 to ,, 184 ,,	,, 181 to ,, 183 ,,
Bengals ... ... Fine...	,, 180 ,,	,, 180 ,,
,, ... F.G....	,, 168 ,,	,, 167 ,,
,, ... Good...	,, 160 ,,	,, 160 ,,
Dharwar (S.G.) ... . Good...	,, 198 to Rs. 200 ,,	,, 197 to Rs. 198 ,,
Westerns, ... Good...	,, 190 to ,, 191 ,,	,, 190 to ,, 191 ,,
Gingelly Seed, white .. .. (per cwt.)..	.....	.....
,, Mixed ,, ..	.....	.....
Linseed, Bold ,, ..	Rs. 6-9-6 Ready	Rs. 6-12-6 Ready
,, Small Seed ,, ..	.....	.....
Rapeseed, Gujerat Yellow ,, ..	Rs. 7-15-0 Ready.	Rs. 8-2-0 Ready
,, Brown Delhi ,, ..	,, 7-10-0 ,,	,, 7-15-0 ,,
,, Yellow Cawnpore ,, ...	,, 7-10-0 ,,	,, 8-2-0 ,,
Poppy seed ,, ...	,, 7-15-0 ,,	,, 7-15-0 ,,
Groundnuts ,, ..	,, 7-11-0 ,,	.....
Castor seed, Bold Cawnpore ,, ...	.....	.....
,, Ordinary Quality F.A. ,, ...	Rs. 6-8-0 Ready	Rs. 7-0-0 Ready
Wheat, White Pessy ,,	,, 5-2-6 ,, 91%	,, 6-8-6 ,, 91%
	..... 85%	..... 85%
,, Jabalpur Pessy ,, ...	.....	.....
,, Ahmedabad (Soft Red) ,, ..	.....	.....
,, Hard Yellow ,,	,, ... Ready. 75%	..... 75% Ready.
	,, 5-0-0 ,, 63%	Rs. 6-1-0 63% ,,
	,, 4-15-0 ,, 50%	,, 6-0-0 50% ,,
,, Delhi No. 1, White Pessy ,, ..	,, 5-0-6 April-May	,, 7-2-6 ,,
,, ,, Red ,, ..	.....	.....
,, Hard Red Khatha (75 %) ,, ..	Rs. 4-8-6 Ready.	Rs. 4-12-6 Ready
,, Nagpore Kahthi ,, ..	.....	.....
Opium, (Malwa) per chest, Old	Rs. 1,375	Rs. 1,335
,, ,, ,, New	,, 1,275	,, 1,290
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton (per ton of 40 ft.), via Suez Canal	£0 7s. 6d.	£0 11s. 0d.
,, Seeds & Wheat ,, ...	.....	£0 11s. 0d.
London—Measurement cargo, P & O. Co. ,, ..	£0 15s. 0d.	£0 15s. 0d.
,, Seeds & Wheat do. ,, ..	£0 6s. 3d.	£0 8s. 0d.
,, Measurement cargo ,, ..	.....	.....
,, Seeds and Wheat ,, ..	.....	.....
Havre—Measurement cargo ,, ...	.....	£0 12s. 0d
,, Seeds and Wheat ,, ..	.....	£0 12s. 0d.
Antwerp—Measurement cargo ,, ..	.....	£0 11s. 0d.
,, Seeds and Wheat ,, ..	.....	£0 11s. 0d.
Hull—Measurement cargo. ,, ..	£0 7s. 0d.	£0 12s. 0d.
Dunkirk ,, ..	.....	£0 11s. 0d.
Trieste & Venice—Measurement cargo ,, ..	.....	£0 12s. 0d.
,, ,, Seeds & Wheat ,, ..	.....	£0 12s. 0d.
Marseilles—Measurement cargo ,, ..	.....	£0 9s. 0d.
,, Seeds & Wheat ,, ..	.....	£0 9s. 0d.
Genoa—Measurement cargo ,, ...	.....	£0 11s. 0d
,, Seeds and Wheat ,, ...	.....	£0 11s. 0d
China Steamer (P. & O.)	Rs. 12 to Rs. 16	Rs. 12 to Rs. 16
Japan do. (do.)	,, 17	,, 17
Australia	,, 35 to Rs. 45	,, 35 to Rs. 45

WEEKLY CURRENT QUOTATIONS as estimated by the Com

QUOTATIONS.	Week ending 9th October.	Week ending 16th October.
EXCHANGE.		
On England, Bank Bills Tel. Transfer...	1s. 2 5/32d.	1s. 2 7/32d.
„ „ Sight	1s. 2 5/32d.	1s. 2 1/4d.
„ „ 3 m'ths' „	1s. 2 3/16d.	1s. 2 9/32d.
„ „ 4 „ „	1s. 2 3/16d.	1s. 2 5/16d.
„ „ 6 „ „	1s. 2 1/4d.	1s. 2 11/32d.
First-class Credits ... 3 „ „	1s. 2 9/32d.	1s. 2 13/32d.
„ „ ... 4 „ „	.....	.....
„ „ ... 6 „ „	.....	.....
Documents ... 3 „ „	1s. 2 5/16d	1s. 2 7/16d.
„ ... ... 4 „ „	.....	.....
„ ... ... 6 „ „	.....	.....
Paris Francs Mercantile Bills... 3 „ „	1·50¼	1·51½
„ „ 6 „ „	.....	.....
On Calcutta Bank Tel. Transfer...	100 3/32	100 3/32
On China Mer'tile Bills, 30 days' Sight.	Hongkong, Rs. 178 per 100 $; Shanghai, Rs. 243 per 100 Taels; Japan, Rs. 177 per 100 $.	Hongkong, Rs. 176½ per 100 $; Shanghai, Rs. 242 per 100 Taels; Japan, Rs. 176½ per 100 $.
Eng. Bar. Gold, 100 touch (per tola).	Rs. 27-2-0	Rs. 26-13-0
Sovereigns	„ 17-1-9	„ 17-0-0
Bar Silver	„ 89-15-0 Ready; „ 90-2-0 Forward.	„ 88-7-0 Ready; „ 88-12-0 Forward
RATES OF DISCOUNT.		
Bank Rate of Dist. on Private Bills 60 days' sight... ...	5 per cent.	6 per cent.
„ of Interest on Demand Loans on Govt. Securities.	4 „ „	5 „ „
Rate of interest in the open Market on Government Paper.	3 „ „	4 „ „
Money Market	Money in fair demand.	Money in fair demand.
GOVERNMENT SECURITIES.		
Three-and-a-half per cents. ...	Rs. 104-7-0	Rs. 102-12-0
Three per cents	„ 102-0-0	„ 101-0-0
IMPORTS.		
PIECE GOODS— Market	No business of any kind.	No demand; prices falling.
6½ to 7lbs 34-38in. Grey Shrtgs., (per piece)	Rs. 3-7-0	Rs. 3-6-6
7½ to 8¼ lbs. „ „ „ ...	„ 3-13-3	„ 3-12-6
2½ to 3lbs. 28-30 in. Madapollams „ ...	„ 1-10-6	„ 1-10-0
No. 40s Mule Twist, (per lb.) ...	As. 7 15/16 to 8 7/16	As. 7¾ to 8¾
No. 30s Water, „ „ ...	„ 7¾ to 8¼	„ 7 11/16 to 8 3/16
Copper Braziers. (in bundles) per cwt..	Rs. 47-0-0	Rs. 47-0-0
Yellow Metal („) per cwt...	„ 41-8-0	„ 41-4-0
Welsh Bar Iron, (per candy of 746½ lbs.)	Rs. 31-8-0	Rs. 31-8-0
Staffordshire Bar Iron, „ „ ...	„ 35-0-0 to Rs. 36-0-0	„ 34-0-0 to 35-0-0
Swedish Bar Iron, „ „ ...	„ 49-0-0 to „ 50-0-0	„ 49-0-0 to 50-0-0
Davison's West Hartley Coal, (per ton alongside).	Rs. 21 Forward.	Rs. 21 Forward
Welsh Hartley Coal, (per ton) „	„ 20 „	„ 20 „
Cardiff Coal, („) „	„ 22 „	„ 22 „
Japan Coal, („) „	Rs. 13 rdy.; Rs. 13¼ Fwd.	Rs. 13 rdy.; 13¼ Fwd.
Bengal Coal, („) „	„ 12 rdy.; „ 12 „	„ 11½ to 12 rdy.; Rs. 12 Forward.
Singarini Coal, („) Rail delivery... ...	„ 12¾ to 13 Ready.	„ 12¾ to 13 Ready.

mittee of the Chamber of Commerce during the Year 1893—*contd*

Quotations.	Week ending 9th October.	Week ending 16th October.
EXPORTS.		
Cotton—	Market Quiet and easier; spot quotations very nominal.	Quiet and easier.
(Full-pressed; per candy 784 lbs.)		
Broach, ... Fine...	Rs. 231 March 25th 1897	Rs. 225 March 25th 1897
Do. ... ... F.G....	„ 210 Ready	„ 207 to Rs. 209 Rdy.
Do. ... ... Good..	„ 205 „	„ 202 to „ 204 „
Barsee ... ... F.G....	Nominal	Nominal
Do. ... ... Good..	Rs. 197 to Rs. 200 Ready	Rs. 193 Ready
Oomrawuttee, Good Staple, ... Fine..	Nominal	Nominal
„ „ ... ... F.G. ...	Rs. 192 to Rs. 194 Ready	Rs. 189 Ready
„ „ ... ... Good..	„ 184 to „ 186 „	„ 184 „
Khandeish, ... Fine...	Nominal	Nominal
„ ... ... F.G...	Rs. 180 to Rs. 182 Ready	Rs. 178 Ready
„ ... ... Good...	„ 173 to „ 175 „	„ 171 „
Belatee, ... Fine..	„ 182 to „ 184 „	„ 183 „
„ ... . F.G...	„ 176 to „ 178 „	„ 177 „
„ .. .. Good..	„ 170 to „ 172 „	„ 171 „
Dhollera .. .. Fine...	„ 198 to „ 200 „	„ 198 „
„ .. .. F.G. ..	„ 188 to „ 190 „	„ 188 „
„ ... ... Good .	„ 178 to „ 180 „	„ 178 „
Bengals, ... Fine...	„ 176 to „ 178 „	„ 174 „
„ ... ... F.G....	„ 166 to „ 167 „	„ 164 „
„ ... ... Good .	„ 160 to „ 162 „	„ 158 „
Dharwar (S.G.), ... Good...	„ 195 to „ 196 „	„ 193 „
Westerns, ... Good..	„ 187 to „ 188 „	„ 186 „
Gingelly seed, White (per cwt.)....	„ 9-0-0 Ready	„ 9-5-0 Ready
„ Mixed „ ...	.....	.....
Linseed, Bold „ ...	Rs. 7-0-0 Ready	Rs. 7-0-0 Ready.
„ Small Seed „ ..	.....	.....
Rapeseed, Gujerat Yellow „ ..	Rs. 8-10-0 Ready	Rs. 8-8-0 Ready
„ Brown Delhi „ ..	„ 8-1-6 „	„ 8-1-6 „
„ Yellow Cawnpore „ ...	.....	„ 8-5-6 „
Poppy seed „ ..	Rs. 8-1-0 Ready	„ 8-2-0 „
Groundnuts „ ..	„ 7-12-0 „	.....
Castorseed, Bold Cawnpore „ ..	.....	.....
„ Ordinary Quality F.A. „ ..	Rs. 7-11-0 Ready	Rs. 7-13-0 Ready.
Wheat, White Pessy „ ...	„ 6-10-0 „ 91 % / .... 85 %	„ 7-7-9 „ 91 % / ..... 85 %
„ Jabalpur Pessy „ ...	.....	.....
„ Ahmedabad (Soft Red) „ ..	....	.....
„ Hard Yellow „ ..	..... 75 % / Rs. 6-1-6 63 % Ready / „ 5-15-6 50 % „	..... 75 % / Rs. 7-12-0 63 % Ready / .... 50 %
„ Delhi No. 1, White Pessy „ ..	Rs. 7-4-0 „	Rs. 5-8-6 April-May
„ „ Red „ ..	.....	.....
„ Hard Red Khatha (75%) „ ..	Rs. 5-2-6 Ready	Rs. 6-8-9 Ready.
„ Nagpore Khathi „ ...	.....	.....
Opium, (Malwa) per chest, Old	Rs. 1,340	Rs. 1,370
„ „ „ New	„ 1,300	„ 1,320
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40 ft) via Suez Canal	£0 10s. 0d.	£0 10s. 0d.
„ Seeds & Wheat „ ...	£0 10s. 0d.	£0 9s. 6d.
London—Measurement cargo, P. & O. Co. ..	£0 17s. 6d.	£0 17s. 6d.
„ Seeds & Wheat do. „ ..	£0 8s. 0d.	£0 9s. 0d.
„ Measurement cargo „ ..	£0 12s. 6d.	.. ..
„ Seeds and Wheat „ ..	£0 12s. 6d.	.....
Havre—Measurement cargo „ ..	£0 13s. 0d.	£0 13s. 0d.
„ Seeds and Wheat „ ..	£0 13s. 0d.	£0 13s. 0d.
Antwerp—Measurement cargo „ ..	£0 12s. 6d.	£0 13s. 9d.
„ Seeds and Wheat „ ..	£0 12s. 6d.	£0 13s. 0d.
Hull—Measurement cargo „ ...	£0 12s. 6d.	£0 13s. 0d.
Dunkirk „ ..	£0 12s. 6d.	£0 13s. 0d.
Trieste & Venice—Measurement cargo „ ..	£0 13s. 0d.	£0 15s. 0d.
„ „ Seeds & Wheat „ ..	£0 10s. 6d.	£0 15s. 0d.
Marseilles—Measurement cargo „ ...	£0 10s. 0d.	£0 10s. 0d.
„ Seeds & Wheat „ ..	£0 10s. 0d.	£0 10s. 0d.
Genoa—Measurement cargo „ ...	£0 12s. 6d.	£0 13s. 0d.
„ Seeds & Wheat „ ..	£0 12s. 6d.	£0 13s. 0d.
China Steamer [P. & O.]	Rs. 12 to Rs. 16	Rs. 12 to Rs. 16
Japan do. do.	„ 17	„ 17
Australia	„ 35 to Rs. 45	„ 35 to Rs. 45

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 23rd October.	Week ending 30th October.
EXCHANGE.		
On England, Bank Bills Tel. Transfer...	1s. 2 11/16d.	1s. 2 21/32d.
„ „ Sight	1s. 2 23/32d.	1s. 2 21/32d.
„ „ 3m'ths' „	1s. 2 25/32d.	1s. 2 23/32d.
„ „ 4 „ „	1s. 2 25/32.	1s. 2 23/32d.
„ „ 6 „ „	1s. 2 27/32.	1s. 2 25/32d.
First-class Credits... 3 „ „	1s. 2 29/32d.	1s. 2 27/32d.
„ „ ... 4 „ „	.....	.....
„ „ ... 6 „ „	.....	.....
Documents ... 3 „ „	1s. 2 15/16d.	1s. 2 7/8d.
„ ... ... 4 „ „	.....	.....
„ ... ... 6 „ „	.....	.....
Paris Francs Mercantile Bills... 3 „ „	1·57	1·56¼
„ „ ... 6 „ „	.....	.....
On Calcutta Bank Tel. Transfer...	100 3/32	100 1/16
On China Mer'tile Bills, 30 days' Sight.	Hongkong, Rs. 169½ per 100$; Shanghai, Rs. 235 per 100 Taels; Japan, Rs. 170 per 100 $.	Hongkong, Rs.171 per 100$; Shanghai, Rs. 232 per100 Taels; Japan, Rs.171 per 100 $.
Eng. Bar Gold, 100 touch (per tola)	Rs. 26-0-0	Rs. 26-2-0
Sovereigns	„ 16-10-0	„ 16-5-0
Bar Silver	„ 87-12-0 Ready; „ 87-14-0 Forward.	„ 86-8-0 Ready; „ 86-12-0 Forward.
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills 60 days' sight	8 per cent.	7 to 8 per cent.
„ of Interest on Demand.	6 „	6 „
Loans on Govt. Securities.		
Rate of interest in the open Market on Government Paper...	5 „	4 „
Money Market	Money in active demand	Somewhat stringent.
GOVERNMENT SECURITIES.		
Three-and-a-half per cents. ...	Rs. 101-7-0	Rs. 102-10-0
Three per cents	„ 100-0-0	„ 100-0-0
IMPORTS.		
Market	Nothing doing.	Very quiet.
6½ to 7 lbs. 34-38 in. Grey Shrtgs. (per piece)	Rs. 35-6-0	Rs. 3-3-6
7½ to 8½lbs. „ „ „	„ 3-11-6	Rs. 3-11-6
2⅓ to 3lbs. 28-30in. Madapollams „	„ 1-9-6	„ 1-9-6
No. 40s Mule Twist, (per lb.) ...	As. 7¾ to 8¼	As. 7¾ to 8¼
No. 30s Water, „ „ ...	„ 7⅞ „ 8⅛	„ 7⅞ „ 8⅛
Copper Braziers, (in bundles) (per cwt.)	Rs. 46-12-0	Rs. 46-0-0
Yellow Metal, („) (per cwt.)	„ 40-8-0	„ 39-10-0
Welsh Bar Iron, (per candy of 746½ lbs.)	„ 32-0-0	„ 32-0-0
Staffordshire Bar Iron, „ „ ...	„ 34-0-0 to 35-0-0	„ 33-8-0
Swedish Bar Iron, „ „ ...	„ 50-0-0 to 50-8-0	„ 49-0-0
Davison's West Hartley Coal, (per ton) alongside	(Ready) (Forward) ..... Rs. 22	(Ready) (Forward) ..... Rs. 21¼
Welsh Hartley Coal, (per ton) „	..... „ 21	..... „ 20¼
Cardiff Coal, (per ton) „	..... „ 23	..... „ 23
Japan Coal („) „	Rs. 13¼ „ 13¼	Rs. 13¼ „ 13¼
Bengal Coal („) „	„ 11½ to 12 „ 11½ to 12	„ 12 „ 12
Singarini Coal („) Rail delivery	„ 13	„ 13

mittee of the Chamber of Commerce during the Year 1896—*contd.*

Quotations.	Week ending 23rd October.	Week ending 30th October.
EXPORTS.		
Cotton— Market	Quiet.	Steady.
(Full-pressed; per candy of 784 lbs.)		
Broach, ... Fine ...	Rs. 225 March 25, 1897.	Rs. 227 March 25th 1897
Do. ... ... F.G. ...	,, 204 to Rs. 207 Ready.	.....
Do. ... ... Good...	,, 198 to ,, 201 ,,	Rs. 222 March 25th 1897
Barsee, ... F.G. ...	Nominal.	,, 210 Jan. 25th 1897
Do. ... ... Good...	Rs. 193 to Rs. 195 Ready	.....
Oomrawuttee, Good Staple. ... Fine ...	Nominal.	.....
,, ,, ... F.G. ...	Rs. 188 to Rs. 191 Ready	Rs. 187 to Rs. 190 Ready
,, ,, ... Good...	,, 183 to ,, 186 ,,	,, 181 to ,, 184 ,,
Khandeish, ... Fine ...	Nominal.	Nominal
,, ... F.G. ...	Rs. 175 to Rs. 178 Ready	Rs. 175 to Rs. 176 Ready
,, ... Good...	,, 170 to ,, 173 ,,	,, 170 to ,, 171 ,,
Belatee, ... Fine ...	,, 181 to ,, 183 ,,	,, 181 to ,, 182 ,,
,, ... F.G. ...	,, 175 to ,, 177 ,,	,, 175 to ,, 176 ,,
,, ... Good...	,, 170 to ,, 172 ,,	Nominal
Dhollera, ... Fine ...	,, 195 to ,, 197 ,,	Rs. 195 to Rs. 197 Ready
,, ... F.G. ...	,, 185 to ,, 187 ,,	,, 185 to ,, 187 ,,
,, ... Good...	,, 175 to ,, 177 ,,	Nominal
Bengals, ... Fine ...	,, 170 to ,, 172 ,,	Rs. 170 to Rs. 172 Ready
,, ... F.G. ...	,, 160 to ,, 162 ,,	,, 160 to ,, 162 ,,
,, ... Good...	,, 155 to ,, 157 ,,	,, 154 to ,, 156 ,,
Dharwar (S.G.), ... Good...	,, 192 to ,, 194 ,,	,, 190 to ,, 192 ,,
Westerns ... ... Good ...	,, 185 to ,, 186 ,,	,, 180 to ,, 182 ,,
Gingellyseed, White (per cwt.)...	Rs. 9-8-0 Ready	Rs. 9-6-0 Ready
,, Mixed ,, ..	.....	.....
Linseed, Bold ,, ..	Rs. 6-12-0 Ready	Rs. 6-11-0 Ready
,, Small Seed ,, ..	..	.....
Rapeseed, Gujerat Yellow ,, ..	Rs. 8-6-6 Ready	Rs. 8-6-0 Ready
,, Brown Delhi ,, ...	,, 8-0-0 ,,	,, 8-0-0 ,,
,, Yellow Cawnpore ,, ..	,, 8-4-0 ,,	,, 8-4-0 ,,
Poppyseed ,, ..	,, 8-3-0 ,,	,, 8-6-0 ,,
Groundnuts ,, ...	.....	.....
Castorseed, Bold Cawnpore ,, ..	.....	.....
,, Ordinary Quality F.A. ,, ..	Rs. 7-10-0 Ready	Rs. 8-0-0 Ready Nominal
Wheat, White Pessy ,,	,, 7-4-0 ,, 91 %	,, 7-0-0 91 % Nominal
	..... ,, 85 %	..... 85 %
,, Jabalpur Pessy ,, ..	....	.....
,, Ahmedabad (Soft Red) ,, ...	.....	.....
	..... 75 %	..... 75 % Ready
,, Hard Yellow ,,	..... 63 %	..... 63 % ,,
	Rs. 7-2-0 50 % Ready	Rs. 7-2-0 50 % ,,
,, Delhi No. 1, White Pessy ,, ..	,, 7-10-6 ,,	Rs. 7-9-0 Ready
,, ,, Red ,, ..	.....	.....
,, Hard Red Khatha (75 %) ,, ..	Rs. 6-0-0 Ready	,, 6-12-0 Ready
,, Nagpore Khathi ,, ..	.....	.....
Opium, (Malwa) per chest, Old	Rs. 1,375	Rs. 1,350
,, ,, ,, New	,, 1,325	,, 1,295
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40ft.) via Suez Canal	....	.....
,, Seeds & Wheat ,, ..	...	.....
London—Measurement cargo, P. & O. Co', ...	£0 17s. 6d.	£1 0s. 0d.
,, Seeds & Wheat do. ,, ..	£0 10s. 0d.	£0 10s. 0d.
,, Measurement cargo ,, ...	.....	.....
,, Seeds and Wheat ,, ..	.....	.....
Havre—Measurement cargo ,, ...	.....	£0 17s. 6d.
,, Seeds and Wheat ,, ..	.....	£0 15s. 0d.
Antwerp—Measurement cargo ,, ..	£0 17s. 6d.	£0 16s. 0d.
,, Seeds and Wheat ,, ..	£0 17s. 6d.	£0 15s. 0d.
Hull—Measurement cargo ,, ..	.....	.....
Dunkirk ,, ..	£0 17s. 6d.	£0 13s. 0d.
Trieste & Venice—Measurement cargo ,, ...	.....	.....
,, ,, Seeds & Wheat ,, ..	.....	.....
Marseilles—Measurement cargo ,, ..	.....	.....
,, Seeds & Wheat ,, ..	.....	....
Genoa—Measurement cargo ,, ..	.....	.....
,, Seeds & Wheat ,, ...	.....	.....
China Steamer (P. & O.)	Rs. 12 to Rs. 16	Rs. 12 to Rs. 16
Japan ,, (do.)	,, 17	,, 17
Australia	Rs. 35 to ,, 45	,, 35 to ,, 45

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 7th November.	Six days ending 13th November.
EXCHANGE.		
On England, Bank Bills Tel. Transfer	1s. 2 7/8d.	1s. 3 1/4d.
„ „ Sight	1s. 2 7/8d.	1s. 3 1/4d.
„ „ 3 m'ths'	1s. 2 15/16d.	1s. 3 9/16d.
„ „ 4 „	1s. 2 3132d.	1s. 3 19/32d.
„ „ 6 „	1s. 3 1/32d.	1s. 3 5/8d.
First-class Credits 3 „	1s. 3 1/16d.	1s. 3 11/16d.
„ „ 4 „	.....	.....
„ „ 6 „	.....	.....
Documents „ 3 „	1s. 3 3/32d.	1s. 3 23/32d.
„ „ 4 „	.....	.....
„ „ 6 „	.....	.....
Paris Francs Mercantile Bills 3... „	1·58½	1·65 to 1·65¼
„ „ „ 6... „	.....	.....
On Calcutta Bank Telegraphic Transfer	100 1/16	100 1/16
On China Mer'tile Bills, 30 days' Sight...	Hongkong, Rs. 171½ per 100 $; Shanghai, Rs. 232 per 100 Taels; Japan, Rs. 171½ per 100 $.	Hongkong, Rs.161 per 100 $; Shanghai, Rs. 220 per 100 Taels; Japan, Rs.160½ per 100 $.
Eng. Bar Gold, 100 touch (per tola)	Rs. 25-13-0	Rs. 24-14-0
Sovereigns „	„ 16-4-0	„ 16-0-0
Bar Silver	Rs. 86-0-0 Ready Rs. 86-2-0 Forward	„ 83-0-0 Ready. „ 83-4-0 Forward.
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills 60 days' Sight ...	8 per cent.	9 to 10 per cent.
„ of Interest on Demand Loans on Govt. Securities.	6 „	8 „
Rate of interest in the open market on Government Paper ...	4 to 5 „	7 „
Money Market	Money in active demand.	Money very scarce.
GOVERNMENT SECURITIES.		
Three-and-a-half per cents	Rs. 102-5-0	Rs. 100-11-0
Three per cents.	„ 100-8-0	Rs. 99-12-0
IMPORTS.		
Piece Goods— Market.	Small business at previous prices.	Quiet and easier.
6½ to 7 lbs. 34-38 in. Grey Shirtings (per piece).	Rs. 3-5-6	Rs. 3-4-0
7½ to 8¼ lbs. „ „ „ ...	„ 3-11-6	„ 3-10-0
2½ to 3 lbs. 28-30 in Madapollams „ ...	„ 1-9-6	„ 1-8-6
No. 40s Mule Twist, (per lb.)... ...	As. 7½ to 8¼	As. 7⅜ to 7¾
No. 30s Water, „ „ „ ...	„ 7⅜ to 8¼	„ 7¼ to 7¾
Copper Braziers, (in bundles) per cwt	Rs. 46-8-0	Rs. 45-8-0 to Rs. 46-0-0.
Yellow Metal, („) per cwt.	„ 39-5-0	„ 38-0-0 to Rs. 38-8-0.
Welsh Bar Iron, (per candy of 746½ lbs.)	„ 31-8-0 Rs 32-0-0	„ 31-0-0 to Rs. 31 8-0.
Staffordshire Bar Iron, „ „ ...	„ 33-0-0 to Rs. 34-8-0	„ 32-8-0 to Rs. 34-0-0.
Swedish Bar Iron, „ „ ..	„ 49-0-0 to Rs. 50-0-0	„ 49-0-0 to Rs. 50-0-0.
Davison's West Hartley Coal, (per on) alongside.	Ready Forward ..... Rs. 22	Rs. 21 forward.
Welsh Hartley Coal, (per ton) „	..... „ 21	Rs.20½ „
Cardiff Coal, (per ton) „	..... „ 23	„ 22 „
Japan Coal (per ton) „	Rs. 13 „ 13	„ 12¾ rdy ; Rs. 13 fwd.
Bengal Coal (per ton) „	„ 11 to 12 „ 11 to 12	„ 11¾ „ ; „ 11¼ „
Singarini Coal, (per ton) Rail delivery	„ 13	„ 12¼ to 13 ready.
EXPORTS.		
Cotton— Market.	Quiet.	Quiet and easier.
(Full-pressed ; per candy of 784 lbs.)		
Broach ... ... Fine..	Rs. 225 25th March 1897	Rs.218 Feb. Rs.221 Mar. 25th
„ ... ... F.G....	.....	.....
„ ... ... Good..	Rs. 220 March 25th, 1897	Rs. 218 March 25th 1897.
Barsee ... . F.G...	.....	.....
„ ... ... Good..	.....	.....

mittee of the Chamber of Commerce during the Year 1896—*contd.*

Quotations.	Week ending 7th November.	Six days ending 13th November.
EXPORTS—*contd.*		
Cotton— [per candy		
Oomrawuttee, Good staple ... Fine....	.....	..... (New crop.)
,, ,, ... F.G. ...	Rs. 187 to Rs. 188 Ready.	Rs. 200 Ready ,,
,, ,, ... Good..	Rs. 181 to Rs. 183. ,,	..... ,,
Khandeish, ... Fine..	Nominal.	Rs. 190 to Rs. 193 Ready.
,, ... F.G. ...	Rs. 175 to Rs. 176 Ready.	,, 185 to ,, 186 ,,
,, ... Good...	,, 170 to ,, 171 ,,	.....
Belatee, ... Fine ...	,, 181 to ,, 182 ,,	....
,, ... F.G. ...	,, 175 to ,, 176 ,,	Rs. 185 Ready.
,, ... Good..	,, 171 to ,, 172 ,,	.....
Dhollera, ... Fine ...	,, 195 to ,, 197 ,,	Rs. 195 Ready.
,, ... F.G. ...	,, 185 to ,, 187 ,,	,, 185 ,,
,, ... Good..	,, 175 to ,, 177 ,,	,, 175 ,,
Bengals, ... Fine ...	,, 170 to ,, 171 ,,	,, 175 ,, (New crop)
,, ... F.G. ...	,, 160 to ,, 161 ,,	,, 165 ,, (,,)
,, ... Good..	,, 154 to ,, 155 ,,	,, 158 ,, (,,)
Dharwar (S.G.), ... Good..	,, 190 to ,, 191 ,,	,, 190 ,,
Westerns, ... Good....	,, 180 to ,, 181 ,,	,, 180 ,,
Gingellyseed, White (per cwt.)...	Rs. 9-8-0 Ready.	Rs. 9-10-0 Ready.
,, Mixed ,, ...	.....	.....
Linseed, Bold ,, ..	Rs. 6-11-6 Ready.	Rs. 7-0 0 Ready
,, Small Seed ,, ...	.....	.....
Rapeseed, Gujrate Yellow ,, ...	Rs. 8-6-0 ,,	Rs. 8-10-0 Ready
,, Brown Delhi ,, ..	Rs. 8-0-0 ,,	,, 7-14-0 ,,
,, Yellow Cawnpore ,, ...	.....	.....
Poppyseed ,, ..	,, 8-6-0 Ready.	Rs. 8-4-0 Ready
Groundnuts ,, ..	....	.....
Castorseed, Bold Cawnpore ,, ...	.....	.....
,, Ordinary Quality F. A.	,, 8-4-0 Ready.	Rs. 8-8-0 Ready
Wheat, White Pessy ,,	,, 7-1-6 91% ,,	,, 7-4-0 ,, 91 %
	..... 85%	..... ,, 85 %
,, Jabalpur Pessy ,, ..	....	.....
,, Ahmedabad (Soft Red) ,, ..	....	.....
,, Hard Yellow ,,	.... 75% Ready.	..... 75 % Ready.
	..... 63% ,,	..... 63 % ,,
	Rs. 7-2-0 50% ,,	Rs. 7-3-0 50 % ,,
,, Delhi No. 1, White Pessy ,, ...	,, 7-9-0 Ready.	,, 8-0-0 ,,
,, ,, Red ,, ..	....	....
,, Hard Red Khatha (75%) ,, ..	Rs. 6-8-0 Ready.	Rs. 6-13-6
,, Nagpore Khathi ,, ..	.....	.....
Opium, (Malwa) per chest, Old	Rs. 1,355	Rs. 1,380
,, ,, ,, New	,, 1,290	,, 1,280
FREIGHTS,	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40 ft) via Suez Canal	£0 15s. 0d.	£0 15s. 0d.
,, Seeds & Wheat ,, ..	£0 11s. 0d.	£0 12s. 0d.
London—M'ment cargo, P. & O. Co. ,, ..	£0 17s. 6d.	£0 17s. 6d.
,, Seeds & Wheat do. ,, ...	£0 10s. 0d.	£0 11s. 0d.
,, M'ment cargo ,, ..	....	.....
,, Seeds and Wheat ,, ...	.....	.....
Havre—M'ment cargo ,, ..	£0 11s. 0d.	£0 12s. 0d.
,, Seeds and Wheat ,, ...	£0 11s. 0d.	£0 12s. 0d.
Antwerp—M'ment cargo ,, ..	£0 11s. 0d.	£0 11s. 6d.
,, Seeds and Wheat ,, ..	£0 11s. 0d.	£0 11s. 6d.
Hull—Measurement cargo ,, ..	£0 12s. 6d.	£0 12s. 0d.
Dunkirk ,, ...	£0 11s. 0d.	£0 11s. 6d.
Trieste & Venice—M'ment cargo ,, ..	.....	.....
,, Seeds & Wheat ,, ..	.....	....
Marseilles—M'ment cargo ,, ..	£0 10s. 0d.	.....
,, Seeds & Wheat ,, ..	£0 10s. 0d.	.....
Genoa—M'ment cargo, ,, ...	....	.....
,, Seeds & Wheat ,, ...	.....	....
China Steamer (P.& O.)...	Rs. 12 to Rs. 16	Rs. 12 to Rs. 16
Japan ,, ... do.	,, 17	,, 17
Australia	,, 35 to Rs. 45	,, 25 to Rs. 35

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 20th November.	Week ending 27th November.
EXCHANGE.		
On England, Bank Bills Tel. Transfer...	1s. 3 ¼d.	1s. 3 1/32d.
,, ,, Sight	1s. 3 ¼d.	1s. 3 1/32d.
,, ,, 3m'ths' ,,	1s. 3 5/16d.	1s. 3 3/32d.
,, ,, 4 ,, ,,	1s. 3 11/32d.	1s. 3 1/8d.
,, ,, 6 ,, ,,	1s. 3 13/32d.	1s. 3 3/16d.
First-class Credits... 3 ,, ,,	1s. 3 ½d.	1s. 3 7/32d.
,, ,, ... 4 ,, ,,	.....	.....
,, ,, ... 6 ,, ,,	.....	.....
Documents ... 3 ,, ,,	1s. 3 17/32d.	1s. 3¼d.
,, ... 4 ,, ,,	.....	.....
,, ... 6 ,, ,,	.....	.....
Paris Francs Mercantile Bills... 3 ,, ,,	1·63 to 1·63¼	1·60½
,, ,, 6 ,, ,,	.....	.....
On Calcutta Bank Tel. Transfer.	100 1/16d.	100 1/16 to 3/32
On China Mer'tile Bills, 30 days' Sight.	Hongkong, Rs. 163 per 100 $; Shanghai, Rs. 222 per 100 Taels; Japan, Rs. 163 per 100 $	Hongkong, Rs. 166 per 100 $; Shanghai, Rs. 225 per 100 Taels; Japan, Rs. 166 per 100 $.
Eng. Bar Gold, 100 touch (per tola)	Rs. 25-5-0	Rs. 25-8-6
Sovereigns	,, 16-3-0	,, 16-2-0
Bar Silver	,, 84-8-0 Ready; Rs. 85-0-0 Forward.	,, 85-2-0 Ready; ,, 85-12-0 Forward.
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills 60 days' sight... ...	9 to 10 per cent.	9 per cent.
,, of Interest on Demand Loans on Govt. Securities.	8 ,, ,,	8 ,, ,,
Rate of interest in the open market on Govt. Paper...	8 ,, ,,	7 ,, ,,
Money Market	Less stringent.	In good demand.
GOVERNMENT SECURITIES.		
Three-and-a-half per cents. ...	Rs. 100-13-0	Rs. 100-10-0
Three per cents.	,, 99-8-0	,, 99-8-0
IMPORTS.		
Piece Goods— Market.	Small business at previous prices.	Very quiet but steady.
6½ to 7 lbs. 34-38 in. Grey Shirtings (per piece.)	Rs. 3-4-0	Rs. 3-4-0
7½ to 8½ lbs. ,, ,, ,,	,, 3-10-0	,, 3-10-0
2½ to 3lbs. 28-30in. Madapollams ,,	,, 1-8-6	,, 1-8-6
No. 40s. Mule Twist. (per lb.) ...	As. 7⅞ to 7⅞	As. 7⅞ to 7⅞
No. 30s. Water ,, ,, ...	,, 7½ to 7¾	,, 7½ to 7¾
Copper Braziers, (in bundles) per cwt....	Rs. 45-12-0	Rs. 46-4-0
Yellow Metal, (,,) ,, ...	,, 37-12-0	,, 38-8-0
Welsh Bar Iron, (per cdy. of 746½lbs.)	,, 30-8-0	,, 30-8-0 to Rs. 31
Staffordshire Bar Iron, ,, ,, ...	,, 33-0-0 to 34-0-0	,, 33-0-0 to ,, 34
Swedish Bar Iron, ,, ,, ...	,, 48-0-0 to 49-0-0	,, 48-0-0 to ,, 49
Davison's West Hartley Coal, (per ton) alongside.	,, 21-8-0 Forward.	,, 20 Forward.
Welsh Hartley Coal, (per ton) ,,	.....	,, 19 ,,
Cardiff Coal, (per ton) ,,	,, 22-8-0 Forward.	,, 21 ,,
Japan Coal (,,) ,,	,, 12-12-0 Rdy Rs. 12-12-0fd,	,, 12-12-0 Rdy.; Rs. 12-0-0fd.
Bengal Coal (,,) ,,	,, 11-8-0 ,, ,, 11-12-0 ,,	,, 11-8-0 ,, ,, 11-8-0 ,,
Singarini Coal, (,,) Rail delivery.	,, 12-12-0 to 13-0-0 Ready.	,, 13 Ready
EXPORTS.		
Cotton— Market.	Steady.	Quiet.
(Full-pressed; per candy of 784 lbs.)		
Broach, ... Fine...	Rs. 210, Jan-Feb.	Rs. 210, Jan.-Feb.
,, ... F.G....	.....	.....
,, ... Good..	Rs. 211, March 25th, 1897.	Rs. 212, March 25th, 1897.
Barsee ... ... F.G....	.....	.....
,, ... Good..	.....	.....

mittee of the Chamber of Commerce during the Year 1896—*contd.*

Quotations.	Week ending 20th November.	Week ending 27th November.
EXPORTS—*contd.*		
Cotton—		
(Full-pressed; per candy of 784 lbs.)		
Oomrawuttee, Good Staple, (New crop) Fine.	Rs. 197 Ready	Rs. 190 Ready
" " " F.G....	" 190 "	" 183 "
" " " Good...	.....	Nominal
Khandeish, ... " Fine...	Rs. 183 Ready	Rs. 180 Ready
" ... ... " F.G....	" 175 "	" 172 "
" ... ... " Good...	.....	Nominal
Belatee, ... " Fine...	Rs. 182 Ready	Rs. 181 Ready
" ... ... " F.G....	" 173 "	" 172 "
" ... ... Good..	.....	Nominal
Dhollera, ... Fine...	Rs. 198 May 25th 1897	.....
" ... ... F.G....	" 188 " "	.....
" ... ... Good...	" 182 " "	.....
Bengals, ... (New crop) Fine.	" 163 Ready	" 164 Ready
" ... ... " F.G....	" 153 "	" 154 "
" ... ... " Good...	.....	" 147 "
Dharwar, (S.G.) ... (Old crop) Good.	Rs. 187 Ready	Nominal
Westerns, ... " Good...	" 178 "	.....
Gingelly seed, White (per cwt.)...	Rs. 9-9-6 Ready	Rs. 9-3-6 Ready
" Mixed " ..	.....	.....
Linseed, Bold " ..	Rs. 6-14-6 Ready	Rs. 6-12-0 Ready
" Small Seed " ..	.....	.....
Rapeseed, Gujerat Yellow " ..	Rs. 8-12-0 Ready	Rs. 8-9-0 Ready
" Brown Delhi " ...	" 7-12-6 "	" 7-10-0 "
" Yellow Cawnpore " ...	" 8-2-0 "	.....
Poppy seed " ..	" 8-3-0 "	Rs. 8-0-0 Ready
Groundnuts " ..	.....	.....
Castorseed, Bold Cawnpore " ..	.....	.....
" Ordinary Quality F.A. " ..	Rs. 8-10-0 Ready	Rs. 8 5-6 Ready
Wheat, White Pessy " ..	{ Rs. 7-3-0 91 % " { ..... 85 % "	{ Rs. 7-7-6 91 % " { ..... 85 % "
" Jabalpur Pessy " ..	.....	.....
" Ahmedabad (Soft Red) " ..	.....	.....
" Hard Yellow " ..	{ .... 75 % Ready { ..... 63 " " { Rs. 7-2-0 50 " "	{ .... 75 % Ready { ..... 63 " " { Rs. 6-15-6 50 "
" Delhi No. 1, White Pessy, " ...	Rs. 8-2-0 Ready	Rs. 7-15-0 Ready
" " Red " ..	.....	.....
" Hard Red Khatha (75 %) " ..	Rs. 6-14-6 Ready	Rs. 6-8-0 Ready
" Nagpore Khathi " ..	.....	.....
Opium, (Malwa) per chest, Old	Rs. 1,425	Rs. 1,325
" " " New	" 1,325	" 1,250
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40ft.) via Suez Canal	.....	.....
" Seeds & Wheat " ...	.....	.....
London—M'ment cargo, P. & O. Co. " ...	£0 17s. 6d.	£0 17s. 6d.
" Seeds & Wheat do. " ..	£0 10s. 0d.	£0 11s. 0d.
" Measurement cargo " ..	....	.....
" Seeds and Wheat " ..	....	.....
Havre—Measurement cargo " ..	£0 11s. 6d.	.....
" Seeds and Wheat " ..	£0 11s. 6d.	.....
Antwerp—Measurement cargo " ..	£0 12s. 0d.	£0 13s. 6d.
" Seeds and Wheat " ...	£0 12s. 0d.	£0 13s. 6d.
Hull—Measurement Cargo " ..	....	.....
Dunkirk " ..	£0 11s. 6d.	.....
Trieste & Venice—Measurement cargo " ..	.....	.....
" " Seeds & Wheat " ...	.....	.....
Marseilles—Measurement cargo " ..	.....	.....
" Seeds & Wheat " ...	.....	.....
Genoa—Measurement cargo " ...	.....	.....
" Seeds & Wheat " ...	.....	.....
China Steamer [P. & O.]	Rs. 12 to Rs. 16	Rs. 12 to Rs. 16
Japan do. do.	" 17	" 17
Australia	" 35 to Rs. 45	" 35 to Rs. 45

WEEKLY CURRENT QUOTATIONS as estimated by the Com

QUOTATIONS.	Week ending 4th December.	Week ending 11th December.
EXCHANGE.		
On England, Bank Bills Tel. Transfer...	1s. 3 3/16d.	1s. 3 13/32d.
" " Sight	1s. 3 7/32d.	1s. 3 13/32d.
" " 3m'ths' "	1s. 3 9/32d.	1s. 3 15/32d.
" " 4 " "	1s. 3 5/16d.	1s. 3½d.
" " 6 " "	1s. 3 11/32d.	1s. 3 9/16d.
First-class Credits ... 3 " "	1s. 3 13/32d.	1s. 3 9/16d.
" " ... 4 " "	.....	.....
" " ... 6 " "	.....	.....
Documents ... 3 " "	1s. 3 7/16d.	1s. 3 19/32d.
" ... ... 4 " "	.....	.....
" ... ... 6 " "	.....	.....
Paris Francs Mer'tile Bills, 3 " "	1·62½	1·63¾
" " 6 " "	.....	.....
On Calcutta Bank Tel. Transfer...	100 1/16	100 3/32
On China Mer'tile Bills, 30 days' Sight.	Hongkong, Rs. 164 per 100 $; Shanghai, Rs. 225 per 100 Taels; Japan, Rs. 164 per 100 $.	Hongkong, Rs. 164 per 100 $; Shanghai, Rs. 225 per 100 Taels; Japan, Rs. 164 per 100 $.
Eng. Bar Gold, 100 touch (per tola)	Rs. 25-9-0	Rs. 25-3-0
Sovereigns	" 16-2-0	" 16-1-0
Bar Silver	Rs. 84-6-0 Ready; " 84-6-0 Forward.	Rs. 84-2-0 Ready; " 84-2-0 Forward.
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills 60 days' sight ...	9 to 10 per cent.	10 per cent.
" of Interest on Demand Loans on Govt. Securities.	8 " "	9 " "
Rate of interest in the open market on Government Paper..	6 " "	8 " "
Money Market	Money scarce.	Money very scarce.
GOVERNMENT SECURITIES.		
Three-and-a-half per cents. ...	Rs. 100-9-0	Rs. 99-11-0
Three per cents	" 98-12-0	" 98-12-0
IMPORTS.		
PIECE GOODS— Market	Small demand at previous prices.	Quiet and easier.
6½ to 7 lbs. 34-38 in. Grey Shrtgs. (per piece).	Rs. 3-4-0	Rs. 3-3-6
7¼ to 8¼ lbs. " " " ...	" 3-10-0	" 3-9-6
2½ to 3lbs. 28-30in. Madapollams "	" 1-8-6	" 1-8-0
No. 40s Mule Twist, (per lb.) ...	As. 7⅞ to 7⅞	As. 7¼ to 7⅜
No. 30s Water " ...	" 7¼ to 7⅜	" 7⅛ to 7⅜
Copper Braziers, (in bundles) per cwt.	Rs. 46-4-0	Rs. 45-12-0
Yellow Metal, (") per cwt.	" 38-4-0	" 38-4-0
Welsh Bar Iron, (per candy of 746½ lbs.)	" 30-8-0	" 30-0-0 to 31-0-0
Staffordshire Bar Iron, " " ...	" 34-0-0	" 34-0-0 to 35-0-0
Swedish Bar Iron, " " ...	" 48-0-0 to 49-0-0	" 49-0-0 to 50-0-0
Davison's West Hartley Coal, (per ton) alongside.	Rs. 18-12-0 Forward.	(Ready.) (Forward.) ..... Rs. 18-12-0
Welsh Hartley Coal, (per ton) "	" 18 Forward.	..... " 18-8-0
Cardiff Coal, (per ton) "	" 20 Forward.	..... " 20-0-0
Japan Coal (per ton) "	" 13-6-0 rdy. Rs. 12-12-0 fd.	Rs. 12-12-0 rdy. 12-12-0 fwd.
Bengal Coa (") "	" 11-3-0 " " 11-12-0 fd.	" 11-4 0 " 11-8-0 fwd.
Singarini Coal (per ton) Rail delivery..	" 13 Ready.	" 13-0- Ready; Rs. 13 fwd.
EXPORTS.		
COTTON— MARKET. (Full-pressed; per candy of 784 lbs.)	Quiet and easier.	Dull and prices easier.
Broach, ...Fine...	Rs. 205 Jan.-Feb.	Rs. 203 Jan.-Feb.
" ... ...F.G....	...	Nominal.
" ... .Good..	" 205 March 25th 1897	Rs. 203 March 25th 1897
Barsee, ...F.G...	" 196 Jan. 25th 1897.	" 193 Ready.
" ... ...Good..	" 188 Jan. 25th 1897.	" 187 "

mittee of the Chamber of Commerce during the Year 1893—*contd.*

QUOTATIONS.	Week ending 4th December.	Week ending 11th December.
EXPORTS—*contd.*		
COTTON— [per candy.		
(Full-pressed; per candy 281 lbs.		
Oomrawuttee, Good Staple, ... Fine...	Nominal.	Rs. 190 Ready
" " ... ... F.G....	Rs. 185 Ready	" 183 "
" " ... ... Good...	" 180 "	" 177 "
Khandeish, ... Fine...	" 175 "	" 172 "
" ... ... F.G....	" 168 "	" 165 "
" ... ... Good...	" 162 "	" 160 "
Belatee, ... Fine...	" 175 "	" 172 "
" ... ... F.G....	" 168 "	" 166 "
" ... ... Good...	" 162 "	" 161 Jan. 25th 1897
Dhollera, ... Fine...	" 196 May 25th 1897	" 193 May " "
" ... ... F.G....	" 186 " " "	" 183 " " "
" ... ... Good...	" 178 " " "	" 175 " " "
Bengals, ... Fine...	" 162 Ready	" 158 Ready
" ... ... F.G....	" 151 "	" 147 "
" ... ... Good...	" 145 "	" 141 "
Dharwar (S.G.), ... Good...	" 192 May 25th 1897	" 190 May 25th 1897
Westerns ... ... Good...	" 182 " " "	" 180 " " "
Gingelly seed, White (per cwt.) ..	" 9-0-0 Ready	" 8-13-0 Ready
" Mixed " ...	.....	.....
Linseed, Bold " ..	Rs. 6-10-0 Ready	Rs. 6-10-0 Ready
" Small Seed " ..	....	.....
Rapeseed, Gujerat Yellow " ..	Rs. 8-6-0 Ready	Rs. 8-0-0 Ready
" Brown Delhi " ..	" 7-6-0 "	" 6-15-6 "
" Yellow Cawnpore " ...	" 7-10-0 "	....
Poppy seed " ..	" 7-12-0 "	Rs. 7-9-0 Ready
Groundnuts " ..	.....	.....
Castor seed, Bold Cawnpore " ...	.....	.....
" Ordinary Quality F. A. " ...	Rs. 8-0-0 Ready	Rs. 7-9-0 Ready
Wheat, White Pessy " ...	" 7-5-0 91 % "	" 7-1-0 91 % "
	" 5-12-0 85, Apl.-May	..... 85 % "
" Jabalpur Pessy " ...	....	.....
" Ahmedabad (Soft Red) " ...	.....	....
	..... 75 % Ready	..... 75 %
" Hard Yellow " ...	..... 65 % "	.... 63 %
	Rs. 6-15-0 50 % "	Rs. 7-1-0 50 % Ready
" Delhi No. 1, White Pessy " ..	" 8-0-0 Ready	" 8-1-0 Ready
" " Red " ..	.....	.....
" Hard Red Khatha (75 %) " ..	Rs. 6-15-0 Ready	Rs. 6-15-0 Ready
" Nagpore Khathi " ..	....	....
Opium, (Malwa) per chest, Old	Rs. 1,320	Rs. 1,310
" " " New	" 1,260	" 1,280
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40 ft.) via Suez Canal.	£0 15s. 0d.	£0 13s. 9d.
" Seeds & Wheat " ...	.....	....
London—M'ment cargo, P. & O. Co. " ...	£0 17s. 6d.	£0 17s. 6d.
" Seeds & Wheat do. " ...	£0 12s. 0d.	£0 10s. 0d.
" M'ment cargo, " ...	£0 12s. 6d.	£0 12s. 0d.
" Seeds and Wheat " ..	£0 11s. 6d.	£0 10s. 0d.
Havre—M'ment cargo " ...	.....	.....
" Seeds and Wheat " ...	.....	.....
Antwerp—M'ment cargo " ...	£0 12s. 6d	£0 12s. 0d.
" Seeds and Wheat " ...	£0 11s. 6d.	£0 11s. 0d.
Hull " ...	£0 12s. 0d.	£0 11s. 6d.
Dunkirk " ..	£0 11s. 6d.	£0 11s. 0d.
Trieste & Venice—M'ment cargo " ...	£0 14s. 0d.	....
" " Seeds & Wheat " ...	£0 13s. 0d.	.....
Marseilles—M'ment cargo " ...	£0 11s. 0d.	£0 11s. 0d.
" Seeds & wheat " ...	£0 10s. 6d.	£0 9s. 0d.
Genoa—M'ment cargo " ...	£0 11s. 0d.	£0 12s. 0d.
" Seeds & Wheat " ...	£0 10s. 0d.	£0 11s. 0d.
China Steamer (P. & O.)	Rs. 12 to Rs. 16	Rs. 12 to Rs. 16
Japan " do.	" 17	" 17
Australia "	" 35 to " 45	" 35 to " 45

WEEKLY CURRENT QUOTATIONS as estimated by the Com

Quotations.	Week ending 18th December.	Five days ending 23rd December.
EXCHANGE.		
On England, Bank Bills Tel. Transfer...	1s. 3 3/16d.	1s. 3 1/4d.
,, ,, Sight	1s. 3 3/16d.	1s. 3 9/32d.
,, ,, 3m'ths' ,,	1s. 3 1/4d.	1s. 3 11/32d.
,, ,, 4 ,, ,,	1s. 3 9/32d.	1s. 3 3/8d.
,, ,, 6 ,, ,,	1s. 3 5/16d.	1s. 3 13/32d.
First-class Credits... 3 ,, ,,	1s. 3 3/8d.	1s. 3 15/32d.
,, ,, ... 4 ,, ,,	.....	.....
,, ,, ... 6 ,, ,,	.....	.....
Documents ... 3 ,, ,,	1s. 3 13/32d.	1s. 3 1/2d.
,, ... 4 ,, ,,	.....	.....
,, ... 6 ,, ,,	.....	.....
Paris Francs Mercantile Bills... 3 ,, ,,	1·61 1/4	1·62 1/4
,, ,, 6 ,, ,,	.....	.....
On Calcutta Bank Tel. Transfer...	100 1/16	100 1/16
On China Mer'tile Bills 30 days' Sight.	Hongkong, Rs. 167 per 100$; Shanghai, Rs. 226 per 100 Taels; Japan, Rs. 168 per 100 $.	Hongkong, Rs. 164 per 100 $; Shanghai, Rs. 226 per 100 Taels; Japan, Rs. 165 per 100 $.
Eng. Bar Gold, 100 touch (per tola)	Rs. 25-7-0	Rs. 25-6-0
Sovereigns	,, 16-1-0	,, 16-2-0
Bar Silver	,, 84-12-0 ry. Rs. 84-12-0 fd	,, 84-8-0 rdy; Rs. 84-8-0 fd.
RATES OF DISCOUNT.		
Bank Rate of Disct. on Private Bills 60 days' sight	10 to 11 per cent.	12 per cent.
,, of Interest on Demand Loans on Govt. Securities.	9 ,, ,,	10 ,, ,,
Rate of interest in the open market on Government Paper...	8 ,, ,,	9 ,, ,,
Money Market	Money very scarce and in great demand.	Very stringent.
GOVERNMENT SECURITIES.		
Three-and-a-half per cents. ...	Rs. 100-6-0	Rs. 100-5-0
Three per cents.	,, 99 0-0	,, 99-0-0
IMPORTS.		
Piece Goods— Market	Nothing doing; Bazars partially closed.	Little or nothingdoing.
6 1/2 to 7 lbs. 34-38 in. Grey Shrtgs. (per piece)	Rs. 3-3-6	Rs. 3-3-6
7 1/2 to 8 1/2 lbs. ,, ,, ,,	,, 3-9-6	,, 3-9-6
2 1/2 to 3 lbs. 28-30 in. Madapollams ,,	,, 1-8-0	,, 1-8-0
No. 40s Mule Twist, (per lb.) ...	As. 7 1/4 to 7 1/2	As. 7 1/4 to 7 1/2
No. 30s Water ,, ,, ...	,, 7 3/8 to 7 5/8	,, 7 3/8 to 7 5/8
Copper Braziers, (in bundles) (per cwt.)	Rs. 45-8-0	Rs. 45-8-0
Yellow Metal, (,,) (per cwt.)	,, 38-0 0	,, 38-0-0
Welsh Bar Iron, (per candy of 746 1/2 lbs.)	Rs. 31-0-0	Rs. 31-0-0
Staffordshire Bar Iron, ,, ,, ...	,, 34-8 to 35-0-0	,, 34-0-0 to 35-0-0
Swedish Bar Iron, ,, ,, ...	,, 49 to 49-8-0	,, 49-0-0 to 50-0-0
Davison's West Hartley Coal, (per ton) alongside.	Rs. 18 3/4 Forward.	Rs. 18-8-0 Forward.
Welsh Hartley Coal, (per ton) ,,	,, 18 1/2 ,,	....
Cardiff Coal, (per ton) ,,	,, 20 ,,	Rs 21-8-0 rdy. Rs. 20-8-0 fwd.
Japan Coal ,, ,,	,, 12 3/4 ,,	,, 13 1/2 rdy; Rs. 13 fwd.
Bengal Coal ,, ,,	,, 11 1/2 Rdy. ,, 11 1/4 fwd.	,, 11 1/2 ,, ,, 11 1/2 ,,
Singarini Coal (per ton) Rail delivery.	,, 13 ,, ,, 13 ,,	,, 13 ,, ,, 13 ,,
Cotton— EXPORTS. Market (Full pressed; per candy of 784 lbs.)	Quiet, but steady.	Quiet but steady.
Broach, ... Fine...	Rs. 195 Jan.-Feb. 25th	Rs. 195 Jan.-Feb. 25th
Do. ... ... F.G....	Rs. 195 March 25th 1897	Nominal.
Do. ... ... Good...	Nominal.	Rs. 195 March 25th 1897
Barsee, ... F.G....	Rs. 190 Ready.	,, 190 Ready.
Do. ... ... Good...	Nominal.	Nominal.

mittee of the Chamber of Commerce during the Year 1896—*contd.*

Quotations.	Week ending 18th December.	Five days ending 23rd December.
EXPORTS—*contd.*		
Cotton—		
[Full-pressed ; per candy of 784 lbs.]		
Oomrawuttee, Good Staple. ... Fine...	Rs. 185 Ready	Rs. 183 Ready
" " ... F.G....	" 178 "	" 175 "
" " ... Good...	" 172 "	" 169 "
Khandeish, ... Fine...	" 165 "	" 163 "
" ... ... F.G....	" 159 "	" 157 "
" ... ... Good...	" 154 "	" 152 "
Belatee, ... Fine...	" 166 "	" 167 "
" ... ... F.G....	" 160 "	" 162 "
" ... ... Good...	Nominal	Nominal
Dhollera, ... Fine...	Rs. 187 May 25th 1897	Rs. 187 May 25th 1897
" ... ... F.G....	" 177 " " "	" 177 " "
" ... ... Good...	" 170 " " "	" 172 " "
Bengals, ... Fine...	" 152 Ready.	" 153 Ready.
" ... ... F.G....	" 141 "	" 142 "
" ... ... Good...	" 135 "	" 136 "
Dharwar (S.G.), ... Good...	" 186 May 25th 1897	" 184 May 25th 1897
Westerns, ... Good ..	" 176 " " "	" 173 " "
Gingelly seed, White (per cwt.)..	Rs. 8-15-0 Ready	" 8-13-0 Ready
Mixed " ..	.....	.....
Linseed, Bold " ..	Rs. 6-9-6 "	Rs. 6-8-0 Ready
" Small Seed " ..	.....	.....
Rapeseed, Gujerat Yellow " ..	Rs. 7-12-0 Ready	Rs. 7-12-0 Ready
" Brown Delhi " ..	" 6-15-6 "	" 7-0-0 "
" Yellow Cawnpore " ..	.....	.....
Poppy seed " ..	Rs. 7-9-0 Ready	Rs. 7-6-0 Ready
Groundnuts " ..	.....	.....
Castor seed, Bold Cawnpore " ..	.....	.....
" Ordinary, Quality F.A. " ..	Rs. 7-4-6 "	Rs. 7-3-0 Ready
Wheat, White Pessy " ..	Rs. 7-1-0 91 % Ready ..... 85 " "	" 7-0-0 91 % " ..... 85 " "
" Jabalpur Pessy " ..	....	....
" Ahmedabad (Soft Red) " ..	.....	.....
" Hard Yellow " ..	.... 75 % Ready. ..... 63 " " Rs. 7-1-6 60 " "	.... 75 % Ready ..... 63 " " Rs. 7-1-6 50 " "
" Delhi No. 1, White Pessy, " ..	Rs. 7-15-0 Ready	Rs. 7-12-6 "
" " Red " ..	....	.....
" Hard Red Khatha (75 %) " ..	Rs. 6-15-6 Ready	Rs. 6-10-6 Ready
" Nagpore Khathi " ..	....	....
Opium, (Malwa) per chest, Old	Rs. 1,310	Rs. 1,300
" " " New	" 1,230	" 1,220
FREIGHTS.	(Ready)	(Ready)
Liverpool—Cotton, (per ton of 40 feet) via Suez Canal	£0 12s. 6d.	£0 14s. 0d.
" Seeds & Wheat " ..	£0 11s. 0d.	£0 10s. 0d.
London—M'ment cargo, P. & O. Co. " ..	£0 17s. 6d.	£0 17s. 6d.
" Seeds & Wheat do. " ..	£0 9s. 0d.	£0 8s. 0d.
" Measurement cargo " ..	.....	.....
" Seeds and Wheat " ..	.....	....
Havre—Measurement cargo " ..	....	.....
" Seeds and Wheat " ..	.....	.....
Antwerp—Measurement cargo " ..	£0 12s. 6d.	£0 12s. 6d.
" Seeds and Wheat " ..	£0 11s. 0d.	£0 11s. 0d.
Hull " ..	£0 10s. 6d.	£0 11s. 0d.
Dunkirk " ..	£0 11s. 0d.	£0 12s. 0d.
Trieste & Venice—Measurement cargo " ..	£0 15s. 0d.	£0 14s. 0d.
" " Seeds & Wheat " ..	.....	.....
Marseilles—Measurement cargo " ..	£0 10s 0d.	£0 10s. 0d.
" Seeds & Wheat " ..	£0 8s. 0d.	£0 8s. 0d.
Genoa—Measurement cargo " ..	£0 12s. 0d.	£0 13s. 0d.
" Seeds & Wheat " ..	£0 10s. 0d.	£0 10s. 6d.
China Steamer [P. & O.]	Rs. 12 *to* Rs. 16	Rs. 12 to Rs. 16
Japan " do.	" 17	" 17
Australia "	" 35 *to* " 45	" 35 " 45

WEEKLY CURRENT QUOTATION as estimated by the Com

QUOTATIONS.	Week ending 30th December.
EXCHANGE.	
On England, Bank Bills Tel. Transfer	1s. 3 13/32d.
" " Sight	1s. 3 13/32d.
" " 3 m'ths' "	1s. 3 15/32d.
" " 4 " "	1s. 3 ¼d.
" " 6 " "	1s. 3 17/32d.
First-class Credits ... ... 3 " "	1s. 3 21/32d.
" " ... ... 4 " "	.....
" " ... ... 6 " "	.....
Documents " ... ... 3 " "	1s. 3 11/16d.
" " ... ... 4 " "	.....
" " ... ... 6 " "	.....
Paris Francs Mercantile Bills ... .. 3 " "	1·64¾
" " ... ... 6 " "	.....
On Calcutta Bank Tel. Transfer	100 3/32
On China Mer'tile Bill 30 days' Sight	Hongkong, Rs. 162½ per 100 $; Shanghai Rs. 224 per 100 Taels; Japan Rs. 162½ per 100 $.
Eng. Bar Gold, 100 touch (per tola)	Rs. 25-2-0
Sovereigns	" 16-1-0
Bar Silver	" 83 ry; Rs. 83-8-0 fd.
RATES OF DISCOUNT.	
Bank Rate of Disct. on Private Bills 60 days' Sight	12 per cent.
" of Interest on Demand Loans on Govt. Securities ...	10 " "
Rate of interest in the open market on Government Paper ...	10 " "
Money Market	Great tension.
GOVERNMENT SECURITIES.	
Three-and-a-half per cents.	Rs. 99-9-0 Nominal
Three per cents.	" 99-0-0 "
IMPORTS.	
PIECE GOODS— Market	Bazar partially closed owing to fear of plague.
6½ to 7 lbs. 34-38 in. Grey Shirtings. (per piece)	Rs. 3-3-6 } All prices quite nominal.
7½ to 8¼ lbs. " " "	" 3-9-6 }
2½ to 3 lbs. 28-30 in Madapollams "	" 1-8-0 }
No. 40s Mule Twist, (per lb.)	As. 7¼ to 7¾ }
No. 30s Water " "	" 7⅞ to 7⅝ }
Copper Braziers (in bundles) per cwt.	Rs. 45-8-0
Yellow Metal, (") (per cwt.)	" 38-0-0
Welsh Bar Iron, (per candy of 746½ lbs.)	" 31-0-0
Staffordshire Bar Iron, " "	" 34-0-0 to Rs. 35-0-0
Swedish Bar Iron, " "	" 49-0-0 to " 50-0-0
Davison's West Hartley Coal, (per ton) alongside. ..	" 18-8-0 fwd.
Welsh Hartley Coal, (per ton) "	.....
Cardiff Coal (per ton) "	Rs. 21½ Rdy. Rs. 20½ fd. } Market closed.
Japan Coal (do.) "	Rs. 13¾ " Rs. 13 fd. }
Bengal Coal (do.) "	" 11¼ " " 11½ " }
Singarini Coal (per ton) Rail delivery	" 13 " " 13 " }
EXPORTS.	
COTTON— Market.	Quiet.
(Full pressed; per candy of 784 lbs.)	
Broach ... ... Fine...	Rs. 191 Jan.-Feb.
Do. ... ... F.G....	Nominal
Do. ... ... Good...	Rs. 194, Mar. 25th 1897
Barsee ... ... F.G....	" 188 Ready
Do. ... ... Good...	Nominal

mittee of the Chamber of Commerce during the Year 1896—*contd.*

QUOTATIONS.		Week ending 30th December.
EXPORTS—*contd.*		
COTTON—		
[Full-pressed ; per candy of 784 lbs.]		
Oomrawuttee, Good Staple	Fine....	Rs. 180 Ready
„ „	F. G....	„ 172 „
„ „	Good...	„ 166. „
Khandeish, ...	Fine....	„ 163 „
„	F.G.....	„ 157 „
„	Good...	„ 152 „
Belatee, ...	Fine....	„ 167 „
„	F.G.....	„ 161 „
„	Good...	Nominal
Dholleria...	Fine ...	Rs. 187 May 25th, 1897
„	F.G.....	„ 177 „ „ „
„	Good...	„ 171 „ „ „
Bengals, ...	Fine....	„ 154 Ready
„	F.G.....	„ 142 „
„	Good...	„ 135 „
Dharwar (S.G.)	Good...	„ 184 May 25th, 1897
Westerns, ...	Good...	„ 173 „ „ „
Gingelly seed, White	(per cwt.)...	„ 8-10-0 Ready
„ Mixed	„ ...	.....
Linseed, Bold	„ ...	Rs. 6-3-0 Ready
„ Small Seed...	„ ...	„ 6-1-6 „
Rapeseed, Gujerat Yellow	„ ...	„ 7-12-0 „
„ Brown Delhi	„ ...	„ 6-15-0 „
„ Yellow Cawnpore	„ ...	.....
Poppy seed	„ ...	Rs. 7-3-0 Ready
Groundnuts...	„ ...	„ 8-1-0 „
Castor seed, Bold Cawnpore	„ ...	.....
„ Ordinary Quality F.A.	„ ...	Rs. 6-11-0 Ready
Wheat, White Pessy	„ ...	Rs. 6-10-0 „ 91 % ..... „ 85 %
„ Jabalpore Pessy	„ ...	.....
„ Ahmedabad (Soft Red)	„ ...	.....
„ Hard Yellow	„ ...	.... 75 % ..... 63 % Rs. 6-8-0 Ready 60 %
„ Delhi No. 1, White Pessy	„ ...	.....
„ „ Red	„ ...	.....
„ Hard Red Khatha (75 %)	„ ...	Rs. 6-4-0 Ready
„ Nagpore Khathi	„ ...	.....
Opium, (Malwa) per chest, Old		Rs. 1,300
„ „ „ New		„ 1,270
FREIGHTS.		(Ready.)
Liverpool—Cotton, (per ton of 40 feet). via Suez Canal...		£0 13s. 9d.
„ Seeds & Wheat „		£0 12s. 6d.
London—Measurement cargo, P. & O. Company „		£0 17s. 6d.
„ Seeds and Wheat do. „		£0 9s. 0d.
„ Measurement cargo „		.....
„ Seeds and Wheat „		.....
Havre—Measurement cargo „		.....
„ Seeds and Wheat „		.....
Antwerp—Measurement cargo „		£0 12s. 6d.
„ Seeds and Wheat „		£0 10s. 0d.
Hull—Measurement Cargo „		.....
Dunkirk „		.....
Trieste and Venice—Measurement cargo „		£0 13s. 0d.
„ „ Seeds and Wheat „		£0 12s. 0d.
Marseilles—Measurement cargo „		.....
„ Seeds and Wheat „		£0 6s. 0d.
Genoa—Measurement cargo „		.....
„ Seeds and Wheat „		.....
China Steamer [P. and O.]		Rs. 12 to Rs. 16
Japan „ do.		„ 17
Australia		„ 35 to Rs. 45

Total Imports of Treasure from Foreign Countries into Bombay during the year 1896.

From 1st to 10th January 1896.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	86,400	.....	.....	6,87,707	.....	.....	4
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	36,850	1,23,594	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	5,26,091	.....	.....	.....
CHINA—							
Hongkong and Shanghai.....	5,46,870	.....	.....	.....	.....	.....	.....
OTHER PORTS.....	14,827	3,876	9,875	.....	11,903	1,15,103	50
Total Improts from 1st to 10th January 1896	6,48,097	40,726	1,33,469	12,13,798	11,903	1,15,103	54
Imported same time last year...	1,16,736	1,60,029	7,885	21,40,155	32,932	1,83,966	1,070

Total Imports of Treasure from Foreign Countries into Bombay during the year 1896—*contd.*

From 11th to 17th January 1896.

FROM	GOLD.			SILVER.			
		Coin.			Coin.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	1,29,600	6,037	.....	10,99,337	.....	101	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	3,132	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	8,757	81,212	3,592	.....	56	1,48,846	21
Total.....	1,38,357	87,249	6,724	10,99,337	56	1,48,947	21
Total Imports from 1st to 17th January 1896.	7,86,454	1,27,975	1,40,193	23,13,135	11,959	2,64,050	75
Imported same time last year	1,27,728	2,54,361	22,769	41,67,896	64,567	4,01,290	1,070

Total Imports of Treasure from Foreign Countries into Bombay during the year 1896—*contd.*

From 18th to 24th January 1896.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	88,767	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	5,23,701	.....	.....	.....
CHINA—							
Hongkong and Shanghai	7,700	.....	.....	.....	.....	.....	.....
OTHER PORTS	.....	4,441	5,274	.....	2,869	1,24,398	74
Total.....	7,700	4,441	5,274	6,12,468	2,869	1,24,398	74
Total Imports from 1st to 24th January 1896	7,94,154	1,32,416	1,45,467	29,25,603	14,828	3,88,448	149
Imported same time last year...	1,89,864	2,74,529	29,098	44,60,684	78,286	4,78,732	1,070

Total Imports of Treasure from Foreign Countries into Bombay during the year 1896—*contd.*

From 25th to 31st January 1896.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half-Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	12,63,600	.....	.....	12,46,398	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	11,292	13,139	3,430	.....	4,774	85,850	54
Total.....	12,74,892	13,139	3,430	12,46,398	4,774	85,850	54
Total Imports from 1st to 31st January 1896	20,69,046	1,45,555	1,48,897	41,72,001	19,602	4,74,298	203
Imported same time last year...	3,90,431	3,52,618	42,465	53,15,254	83,088	6,59,915	1,072

Total Imports of Treasure from Foreign Countries into Bombay during the year 1896—*contd.*

From 1st to 7th February 1896.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	14,96,391	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c..	.....	.....	.....	4,31,088	.....	.....	.....
CHINA—							
Hongkong and Shanghai	72,206	.....	.....	.....	.....	29,600	185
OTHER PORTS	7,103	1,28,299	51,018	156	79,254	2,40,749	68
Total.....	79,309	1,28,299	51,018	19,27,635	79,254	2,70,349	253
Total Imports from 1st January to 7th February 1896.....	21,48,355	2,73,854	1,99,915	60,99,636	98,856	7,44,647	456
Imported same time last year.....	10,56,982	3,58,954	44,565	59,70,645	85,411	8,45,138	1,083

Total Imports of Treasure from Foreign Countries into Bombay during the year 1896—*contd.*

From 8th to 14th February 1896.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	6,62,853	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	34,000	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	8,686	32,051	13,208	.....	16,221	1,12,721	29
Total	8,686	32,051	47,208	6,62,853	16,221	1,12,721	29
Total Imports from 1st January to 14th February 1896	21,57,041	3,05,905	2,47,123	67,62,489	1,15,077	8,57,368	485
Imported same time last year	10,67,524	3,64,011	47,175	70,25,457	85,457	9,21,135	1,082

Total Imports of Treasure from Foreign Countries into Bombay during the year 1896—*contd.*

From 15th to 21st February 1896.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	1,89,666	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c..	.....	.....	.....	4,28,791	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	34,470	.....
OTHER PORTS	2,526	42,668	28,155	.....	46,562	84,515	.....
Total ...	2,526	42,668	28,155	6,18,457	46,562	1,18,985	.....
Total Imports from 1st January to 21st February 1896	21,59,567	3,48,573	2,75,278	73,80,946	1,61,639	9,76,353	485
Imported same time last year ...	11,18,569	4,31,139	63,177	1,00,45,691	1,07,771	10,12,564	1,090

Total Imports of Treasure from Foreign Countries into Bombay during the year 1896—*contd.*

From 22nd to 27th February 1896.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	15,12,800	7,22,500	.....	1,76,431	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	8,987	5,816	4,125	2,014	103	92,263	368
Total	15,21,787	7,28,316	4,125	1,78,445	103	92,263	368
Total Imports from 1st January to 27th February 1896	36,81,354	10,76,889	2,79,403	75,59,391	1,61,742	10,68,616	853
Imported same time last year	12,20,901	4,42,086	65,206	1,05,54,282	1,10,816	10,78,267	1,091

Total Imports of Treasure from Foreign Countries into Bombay during the year 1896—*contd.*

From 28th February to 6th March 1896.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	1,70,800	1,68,750	.....	9,00,927	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	81,856	.....	.....	.....
UNITED STATES—							
San Francisco and New York.....	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c..	1,81,524	2,49,375	.....	2,42,237	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	38,237	.....	.....	.....	.....
OTHER PORTS	3,436	74,310	50,477	200	48,424	1,44,965	362
Total ...	3,55,760	4,92,435	88,714	12,25,220	48,424	1,44,965	362
Total Imports from 1st January to 6th March 1896.....	40,37,114	15,69,324	3,68,117	87,84,611	2,10,166	12,13,581	1,215
Imported same time last year.....	15,68,455	5,65,275	1,13,797	1,37,70,506	1,50,730	12,58,759	1,091

Total Imports of Treasure from Foreign Countries into Bombay during the year 1896—*contd.*

From 7th to 13th March 1896.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	3,84,381	41,000	.....	15,17,530	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	1,94,087	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	12	8	.....
OTHER PORTS	18,586	1,81,433	1,13,060	.....	16,668	1,04,818	10
Total	4,02,967	2,22,433	3,07,147	15,17,530	16,680	1,04,826	10
Total Imports from 1st January to 13th March 1896	44,40,981	17,91,757	6,75,264	1,03,02,141	2,26,846	13,18,407	1,225
Imported same time last year...	15,79,324	6,00,969	1,27,249	1,45,11,089	1,56,175	16,55,841	1,110

Total Imports of Treasure from Foreign Countries into Bombay during the year 1896—*contd.*

From 14th to 19th March 1896.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	4,30,581	1,24,531	.....	22,58,364	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c..	2,54,154	.....	.....	4,22,521	.....	.....	.....
CHINA—							
Hongkong and Shanghai	34,332	83,125	.....	.....	.....	.....	.....
OTHER PORTS	.....	94,985	11,496	.....	27,056	47,794	.....
Total.....	7,19,067	3,02,641	11,496	26,80,885	27,056	47,794	.....
Total Imports from 1st January to 19th March 1896.	51,59,148	20,94,398	6,86,760	1,29,83,026	2,53,902	13,66,201	1,225
Imported same time last year.....	16,54,756	8,49,575	1,39,449	1,55,93,630	1,70,080	17,97,021	1,132

Total Imports of Treasure from Foreign Countries into Bombay during the year 1896—*contd.*

From 20th to 27th March 1896.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	11,96,542	.....	.....	28,12,269	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	6	.....	.....
OTHER PORTS	.....	2,78,356	17,822	784	5,996	1,15,282	4
Total.....	11,96,542	2,78,356	17,822	28,13,053	6,002	1,15,282	4
Total Imports from 1st January to 27th March 1896	63,55,690	23,72,754	7,04,582	1,57,96,079	2,59,904	14,81,483	1,229
Imported same time last year...	17,33,378	21,07,173	1,43,237	1,63,59,164	1,76,224	18,62,196	1,154

Total Imports of Treasure from Foreign Countries into Bombay during the year 1896—*contd.*

From 28th March to 1st April 1896.

FROM	GOLD.			SILVER.			
	Bullion.	COIN.		Bullion	COIN.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	20,62,960	17,000	.....	35,36,700	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York.....	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	5,50,408	.....	.....	4,69,059	.....	.....	.....
CHINA—							
Hongkong and Shanghai	87,075	67,000	.....	.....	15	.....	.....
OTHER PORTS	599	1,98,075	7,436	.....	15,057	76,431	31
Total.....	27,01,042	2,82,075	7,436	40,05,759	15,072	76,431	31
Total Imports from 1st January to 1st April 1896	90,56,732	26,54,829	7,12,018	1,98,01,838	2,74,976	15,57,914	1,260
Imported same time last year...	23,60,781	22,51,499	1,49,637	1,67,96,360	1,78,005	21,03,447	1,155

Total Imports of Treasure from Foreign Countries into Bombay during the year 1896—*contd.*

From 2nd to 10th April 1896.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	86,400	.....	.....	19,58,189	7	.....	5
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	51,000	1,84,687	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	43,537	1,14,950	.....	.....	41	.....	.....
OTHER PORTS	25,429	1,61,348	43,938	.....	38,134	1,43,822	8
Total	1,55,366	3,27,298	2,28,625	19,58,189	38,182	1,43,822	13
Total Imports from 1st Jan. to 10th April 1896	92,12,098	29,82,127	9,40,643	2,17,60,027	3,13,158	17,01,736	1,273
Imported same time last year	25,47,507	26,02,419	1,58,147	1,79,63,595	1,96,298	21,81,202	1,155

Total Imports of Treasure from Foreign Countries into Bombay during the year 1896—*contd.*

From 11th to 17th April 1896.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	5,15,600	.....	.....	6,61,730	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	2,56,028	.....	.....	5,19,259	.....	.....	.....
CHINA—							
Hongkong and Shanghai	1,17,979	.....	.....	.....	28	.....	.....
OTHER PORTS	312	96,577	4,189	.....	39,548	33,336	.....
Total.....	8,89,919	96,577	4,189	11,80,989	39,576	33,336	.....
Total Imports from 1st January to 17th April 1896.....	1,01,02,017	30,78,704	9,44,832	2,29,41,016	3,52,734	17,35,072	1,273
Imported same time last year.....	26,38,362	29,39,738	1,58,862	1,79,63,728	1,96,437	22,49,,465	1,155

Total Imports of Treasure from Foreign Countries into Bombay during the year 1896—*contd.*

From 18th to 24th April 1896.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	3,92,500	42,970	.....	15,24,867	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c..	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	52,245	.....	.....	.....	.....	4,000	.....
OTHER PORTS	3,402	4,14,802	8,146	2,210	16,133	73,367	.....
Total.....	4,48,147	4,57,772	8,146	15,27,077	16,133	77,367	.....
Total Imports from 1st January to 24th April 1896	1,05,50,164	35,36,476	9,52,978	2,44,68,093	3,68,867	18,12,439	1,273
Imported same time last year.....	26,38,362	31,89,641	1,62,686	1,79,63,807	2,00,591	23,88,441	1,161

Total Imports of Treasure from Foreign Countries into Bombay during the year 1896—*contd.*

From 25th April to 1st May 1896.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	800	.....	1,456	10,18,846	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	2,665	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	2,38,501	.....	.....	.....
CHINA—							
Hongkong and Shanghai	43,037	6,800	.....	.....	39	.....	.....
OTHER PORTS	.....	53,279	7,687	.....	19	41,685	90
Total	43,837	60,079	9,143	12,57,347	2,723	41,685	90
Total Imports from 1st January to 1st May 1896	1,05,94,001	35,96,555	9,62,121	2,57,25,440	3,71,590	18,54,124	1,363
Imported same time last year	29,80,942	36,07,163	2,68,244	2,01,55,765	2,52,204	24,44,405	1,182

Total Imports of Treasure from Foreign Countries into Bombay during the year 1896—*contd.*

From 2nd to 8th May 1896.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	1,29,600	.....	.....	9,78,465	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	1,26,690	.....	2,622	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	12,282	3,30,891	2,753	.....	25,037	75,202	.....
Total	1,41,882	3,30,891	1,29,443	9,78,465	27,659	75,202	.....
Total Imports from 1st January to 8th May 1896	1,07,35,883	39,27,446	10,91,564	2,67,03,905	3,99,249	19,29,326	1,363
Imported same time last year	30,86,131	40,25,705	5,02,056	2,01,56,497	2,56,882	25,47,621	1,183

Total Imports of Treasure from Foreign Countries into Bombay during the year 1896—*contd.*

From 9th to 15th May 1896.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	2,19,350	5,31,906	.....	3,43,004	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	2,55,012	85,000	.....	7,22,061	.....	.....	.....
CHINA—							
Hongkong and Shanghai	78,027	34,000	.....	.....	.....	35,600	.....
OTHER PORTS	.....	1,09,247	26,719	.....	8,823	55,052	.....
Total.....	5,52,389	7,60,153	26,719	10,65,065	8,823	90,652	.....
Total Imports from 1st January to 15th May 1896	1,12,88,272	46,87,599	11,18,283	2,77,68,970	4,08,072	20,19,978	1,363
Imported same time last year...	36,72,351	43,23,004	5,13,035	2,22,92,262	2,66,615	26,18,963	1,528

Total Imports of Treasure from Foreign Countries into Bombay during the year 1896—*contd.*

From 16th to 21st May 1896.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	1,33,400	2,32,662	.....	15,67,842	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.....	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York.....	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	.....	12,271	11,382	.....	4,377	24,482	.....
Total	1,33,400	2,44,933	11,382	15,67,842	4,377	24,482	.....
Total Imports from 1st January to 21st May 1896	1,14,21,672	49,32,532	11,29,665	2,93,36,812	4,12,449	20,44,460	1,363
Imported same time last year...	38,57,533	43,99,526	5,27,457	2,29,35,968	2,92,505	29,23,751	1,528

Total Imports of Treasure from Foreign Countries into Bombay during the year 1896—*contd.*

From 22nd to 28th May 1896.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	14,60,350	52,031	.....	6,47,928	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	86,761	.....	.....	7,03,778	.....	.....	.....
CHINA—							
Hongkong and Shanghai	78,784	85,000	.....	.....	.....	.....	.....
OTHER PORTS	.....	92,456	22,242	.....	3,869	57,732	1,573
Total	16,25,895	2,29,487	22,242	13,51,706	3,869	57,732	1,573
Total Imports from 1st January to 28th May 1896	1,30,47,567	51,62,019	11,51,907	3,06,88,518	4,16,318	21,02,192	2,936
Imported same time last year	48,63,899	53,05,190	5,34,138	2,62,31,373	2,96,042	29,82,604	1,528

Total Imports of Treasure from Foreign Countries into Bombay during the year 1896—*contd.*

From 29th May to 4th June 1896.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	10,64,800	.....	.....	3,46,389	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c	.....	34,750	1,12,249	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	37,381	1,42,977	19,338	1,080	2,920	21,028	.....
Total	11,02,181	1,77,727	1,31,587	3,47,469	2,920	21,028	.....
Total Imports from 1st January to 4th June 1896	1,41,49,748	53,39,746	12,83,494	3,10,35,987	4,19,238	21,23,220	2,936
Imported same time last year	66,11,121	54,15,308	6,75,811	2,63,21,924	3,15,812	31,78,730	1,529

Total Imports of Treasure from Foreign Countries into Bombay during the year 1896—*contd.*

From 5th to 11th June 1896.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	4,37,800	.....	.....	1,49,212	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c	.....	.....	17,660	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c	3,69,660	.....	.....	6,82,675	.....	.....	.....
CHINA—							
Hongkong and Shanghai	68,501	34,500	1,725	.....	49	1,650	.....
OTHER PORTS	105	18,212	7,701	.....	5,593	13,316	.....
Total	8,76,066	52,712	27,086	8,31,887	5,642	14,966	.....
Total Imports from 1st January to 11th June 1896	1,50,25,814	53,92,458	13,10,580	3,18,67,874	4,24,880	21,38,186	2,936
Imported same time last year	74,45,036	54,57,739	6,83,444	2,71,17,253	4,08,846	32,32,302	1,540

Total Imports of Treasure from Foreign Countries into Bombay during the year 1896—*contd.*

From 12th to 18th June 1896.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	3,06,900	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	840
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	35
OTHER PORTS	3,835	1,14,638	11,873	.....	1,862	53,555	.....
Total.....	3,10,735	1,14,638	11,873	1,31,163	1,862	53,555	35
Total Imports from 1st January to 18th June 1896	1,53,36,549	55,07,096	13,22,453	3,19,99,037	4,26,742	21,91,741	2,971
Imported same time last year.....	81,70,579	60,23,207	6,85,188	2,76,75,924	4,78,370	32,76,242	1,541

Total Imports of Treasure from Foreign Countries into Bombay during the year 1896—*contd.*

From 19th to 25th June 1896.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	4,32,000	.....	.....	43,967	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	9,066	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	4,13,623	.....	.....	.....
CHINA—							
Hongkong and Shanghai	46,841	1,08,675	1,400	.....	.....	.....	.....
OTHER PORTS	462	2,12,068	17,943	.....	237	56,871	.....
Total	4,79,303	3,20,743	27,509	4,57,590	237	56,871	.....
Total Imports from 1st January to 25th June 1896	1,58,15,852	58,27,839	13,49,962	3,24,56,627	4,26,979	22,48,612	2,971
Imported same time last year	88,25,506	64,52,007	6,88,518	2,90,47,802	4,78,744	33,07,213	1,542

Total Imports of Treasure from Foreign Countries into Bombay during the year 1896—*contd.*

From 26th June to 2nd July 1896.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	2,99,600	1,70,000	.....	43,239	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	1,34,420	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c..	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	3,764	1,02,779	4,054	.....	1,843	19,112	.....
Total.....	3,03,364	2,72,779	1,38,474	43,239	1,843	19,112	.....
Total Imports from 1st January to 2nd July 1896.....	1,61,19,216	61,00,618	14,88,436	3,24,99,866	4,28,822	22,67,724	2,971
Imported same time last year.....	1,16,53,058	66,04,184	6,97,899	2,99,62,801	4,97,514	33,75,274	1,542

Total Imports of Treasure from Foreign Countries into Bombay during the year 1896—*contd.*

From 3rd to 9th July 1896.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	3,82,500	.....	2,05,954	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA— Melbourne, Sydney, Adelaide, &c.	.....	86,562	.....	6,05,502	.....	.....	.....
CHINA— Hongkong and Shanghai	48,600	86,700	1,400	.....	38	.....	.....
OTHER PORTS	.....	3,00,763	15,077	.....	5,875	70,381	.....
TOTAL	48,600	8,56,525	16,477	8,11,456	5,913	70,381	.....
Total Imports from 1st January to 9th July 1896	1,61,67,816	69,57,143	15,04,913	3,33,11,322	4,34,735	23,38,105	2,971
Imported same time last year	1,35,34,732	68,12,866	8,64,399	3,23,76,422	5,42,894	34,68,161	1,543

Total Imports of Treasure from Foreign Countries into Bombay during the year 1896—*contd.*

From 10th to 16th July 1896.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	1,27,500	.....	1,72,105	.....	105	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.....	.....	.....	.....	.....	.....	.....	5
UNITED STATES—							
San Francisco and New York.....	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA— Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA— Hongkong and Shanghai	.....	35,875	.....	.....	.....	.....	.....
OTHER PORTS	19,700	1,87,805	3,071	.....	783	18,991	.....
Total.....	19,700	3,51,180	3,071	1,72,105	783	19,096	5
Total Imports from 1st January to 16th July 1896	1,61,87,516	73,08,323	15,07,984	3,34,83,427	4,35,518	23,57,201	2,976
Imported same time last year...	1,37,29,610	72,47,841	8,70,096	3,27,44,717	5,52,881	34,86,755	1,545

Total Imports of Treasure from Foreign Countries into Bombay during the year 1896—*contd.*

From 17th to 23rd July 1896.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	8,78,960	.....	.....	86,041	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.....	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York.....	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	5,88,997	.....	.....	.....
CHINA—							
Hongkong and Shanghai	46,896	.....	.....	.....	.....	.....	.....
OTHER PORTS	6,275	1,98,019	14,492	785	31,677	56,910	1
Total...	9,32,131	1,98,019	14,492	6,75,853	31,677	56,910	1
Total Imports from 1st January to 23rd July 1896	1,71,19,647	75,06,342	15,22,476	3,41,59,280	4,67,195	24,14,111	2,977
Imported same time last year.....	1,37,58,670	73,44,931	8,70,096	3,40,38,387	5,52,881	35,01,328	1,545

Total Imports of Treasure from Foreign Countries into Bombay during the year 1896—*contd.*

From 24th to 30th July 1896.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	85,000	.....	6,89,945	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	37,400	2,70,000	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CNINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	3
OTHER PORTS	9,366	4,777	938	.....	.....	22,677	.....
Total	9,366	1,27,177	2,70,938	6,89,945	.....	22,677	3
Total Imports from 1st January to 30th July 1896	1,71,29,013	76,33,519	17,93,414	3,48,49,225	4,67,195	24,36,788	2,980
Imported same time last year	1,38,55,480	73,53,899	8,71,998	3,42,20,226	5,54,069	35,45,264	1,545

Total Imports of Treasure from Foreign Countries into Bombay during the year 1896—*contd.*

From 31st July to 6th August 1896.

FROM	GOLD			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	42,800	.....	1,71,715	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	4,89,325	.....	.....	.....
CHINA—							
Hongkong and Shanghai	1,08,877	.....	.....	.....	.....	8,500	.....
OTHER PORTS	1,319	2,35,129	4,938	.....	34,396	69,596	.....
Total...	1,10,196	2,77,929	4,938	6,61,040	34,396	78,096	.....
Total Imports from 1st January to 6th August 1896	1,72,39,209	79,11,448	17,98,352	3,55,10,265	5,01,591	25,14,884	2,980
Imported same time last year...	1,40,09,362	74,01,180	9,84,972	3,42,20,272	6,09,963	36,25,392	1,548

Total Imports of Treasure from Foreign Countries into Bombay during the year 1896—*contd.*

From 7th to 13th August 1896.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	1,72,800	85,312	.....	6,43,197	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York.....	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	18,700	1,60,240	48,913	.....	31,331	64,697	.....
Total.....	1,91,500	2,45,552	48,913	6,43,197	31,331	64,697	.....
Total Imports from 1st January to 13th August 1896	1,74,30,709	81,57,000	18,47,265	3,61,53,462	5,32,922	25,79,581	2,980
Imported same time last year.....	1,40,37,806	75,03,375	9,87,126	3,56,54,865	6,52,990	36,71,765	1,553

Total Imports of Treasure from Foreign Countries into Bombay during the year 1896—*contd.*

From 14th to 20th August 1896.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	3,88,800	.....	.....	12,21,822	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	92,502	.....	.....	5,77,210	.....	.....	.....
CHINA—							
Hongkong and Shanghai	47,216	.....	.....	.....	.....	.....	.....
OTHER PORTS	20,612	4,45,060	1,334	.....	2,880	24,620	.....
Total	5,49,130	4,45,060	1,334	17,99,032	2,880	24,620	.....
Total Imports from 1st January to 20th August 1896	1,79,79,839	86,02,060	18,48,599	3,79,52,494	5,35,802	26,04,201	2,980
Imported same time last year	1,40,53,675	75,57,087	9,99,895	3,65,42,628	6,60,104	37,01,489	1,554

Total Imports of Treasure from Foreign Countries into Bombay during the year 1896.—*contd.*

From 21st to 27th August 1896.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	6,62,312	85,625	.....	24,43,092	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	2,67,390	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York.....	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c..	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai.....	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	24,968	4,03,620	12,444	.....	38,768	31,353	1,594
Total.....	6,87,280	4,89,245	2,79,834	24,43,092	38,768	31,353	1,594
Total Imports from 1st January to 27th August 1896	1,86,67,119	90,91,305	21,28,433	4,03,95,586	5,74,570	26,35,554	4,574
Imported same time last year...	1,41,58,787	76,23,468	10,23,924	3,72,77,650	7,29,404	43,09,080	1,554

Total Imports of Treasure from Foreign Countries into Bombay during the year 1896—*contd.*

From 28th August to 3rd September 1896.

FROM	GOLD.			SILVER.			
		COIN.			COIN.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	3,04,000	.....	.....	11,34,507	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	1,30,656	1,28,437	.....	2,73,393	.....	.....	.....
CHINA—							
Hongkong and Shanghai	21,240	.....	.....	.....	.....	.....	.....
OTHER PORTS	1,800	2,00,731	3,064	.....	913	23,200	.....
Total	4,57,696	3,29,168	3,064	14,07,900	913	23,200	.....
Total Imports from 1st January to 3rd September 1896	1,91,24,815	94,20,473	21,31,497	4,18,03,486	5,75,483	26,58,754	4,574
Imported same time last year	1,42,05,849	76,36,649	10,24,444	3,91,57,820	7,32,444	43,44,574	1,571

Total Imports of Treasure from Foreign Countries into Bombay during the year 1896—*contd.*

From 4th to 10th September 1896.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	86,400	.....	.....	23,54,492	9	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	47,687	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Honkong and Shanghai	.....	.....	.....	.....	59	.....	.....
OTHER PORTS	7,797	1,16,948	10,838	.....	25,085	50,256	152
Total	94,197	1,16,948	58,525	23,54,492	25,153	50,256	152
Total Imports from 1st January to 10th September 1896	1,92,19,012	95,37,421	21,90,022	4,41,57,978	6,00,636	27,09,010	4,726
Imported same time last year	1,42,05,849	76,39,022	10,24,444	4,06,82,202	7,33,196	43,47,111	1,571

Total Imports of Treasure from Foreign Countries into Bombay during the year 1896—*contd.*

From 11th to 18th September 1896.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	86,400	.....	.....	10,37,693	89,775	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	6,53,283	.....	.....	.....
CHINA—							
Hongkong and Shanghai	26,162	.....	.....	.....	56	.....	.....
OTHER PORTS	.....	38,626	36,216	.....	14,003	47,582	174
Total	1,12,562	38,626	36,216	16,90,976	1,03,834	47,582	174
Total Imports from 1st January to 18th September 1896	1,93,31,574	95,76,047	22,26,238	4,58,48,954	7,04,470	27,56,592	4,900
Imported same time last year	1,42,05,849	76,40,115	10,26,874	4,16,25,468	7,33,956	43,73,254	1,571

Total Imports of Treasure from Foreign Countries into Bombay during the year 1896—*contd.*

From 19th to 25th September 1896.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	5,19,321	1,28,437	.....	22,98,065	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	10	.....	.....
OTHER PORTS	5 612	2,20,150	12,238	.....	1,735	22,584	.....
Total	5,24,933	3,48,587	12,238	22,98,065	1,745	22,584	.....
Total Imports from 1st January to 25th September 1896	1,98,56,507	99,24,634	22,38,476	4,81,47,019	7,06,215	27,79,176	4,900
Imported same time last year	1,42,49,893	78,38,035	10,34,434	4,27,75,142	7,35,331	43,80,304	1,575

Total Imports of Treasure from Foreign Countries into Bombay during the year 1896—*contd.*

From 26th September to 2nd October 1896.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	10,51,517	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.....	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York.....	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	91,912	76,500	.....	8,60,154	.....	.....	.....
CHINA—							
Hongkong and Shanghai.....	35,152	8,562	.....	.....	24	50	.....
OTHER PORTS.....	132	2,30,002	36,039	.....	37,513	33,493	44
Total.....	1,27,196	3,15,064	36,039	19,11,671	37,537	33,543	44
Total Imports from 1st January to 2nd October 1896.	1,99,83,703	1,02,39,698	22,74,515	5,00,58,690	7,43,752	28,12,719	4,944
Imported same time last year...	1,56,69,198	79,11,299	12,59,989	4,41,17,546	7,36,443	44,30,825	1,598

Total Imports of Treasure from Foreign Countries into Bombay during the year 1896—*contd.*

From 3rd to 9th October 1896.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	5,61,800	.....	.....	20,64,066	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	1,05,513	.....	.....	.....	11,850	.....
OTHER PORTS	8,880	4,880	842	.....	10,981	54,453	.....
Total	5,70,680	1,10,393	842	20,64,066	10,981	66,303	.....
Total Imports from 1st January to 9th October 1896	2,05,54,383	1,03,50,091	22,75,357	5,21,22,756	7,54,733	28,79,022	4,944
Imported same time last year...	1,58,07,476	85,02,903	12,63,177	4,67,20,022	7,85,561	45,00,935	1,615

Total Imports of Treasure from Foreign Countries into Bombay during the year 1896—*contd.*

From 10th to 16th October 1896.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	2,17,000	1,70,625	.....	13,13,625	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York.....	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c..	86,245	.....	.....	4,54,153	.....	.....	.....
CHINA—							
Hongkong and Shanghai.....	30,390	25,687	.....	.....	.....	.....	.....
OTHER PORTS	3,810	16,548	2,930	.....	13	14,936	.....
Total.....	3,37,445	2,12,860	2,930	17,67,778	13	14,936	.....
Total Imports from 1st January to 16th October 1896.....	2,08,91,828	1,05,62,951	22,78,287	5,38,90,534	7,54,746	28,93,958	4,944
Imported same time last year...	1,58,08,653	87,90,305	12,67,604	4,78,71,182	7,95,396	45,29,652	1,615

Total Imports of Treasure from Foreign Countries into Bombay during the year 1896—*contd.*

From 17th to 23rd October 1896.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	1,79,760	1,27,970	.....	17,06,552	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.....	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York.....	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c..	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shahghai.....	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	27,512	1,54,165	1,17,785	.....	3,650	2,68,012	3
Total.....	2,07,272	2,82,135	1,17,785	17,06,552	3,650	2,68,012	3
Total Imports from 1st January to 23rd October 1896.	2,10,99,100	1,08,45,086	23,96,072	5,55,97,086	7,58,396	31,61,970	4,947
Imported same time last year...	1,58,31,640	90,59,564	12,74,322	4,84,65,363	8,17,492	45,87,440	1,630

Total Imports of Treasure from Foreign Countries into Bombay during the year 1896—*contd.*

From 24th to 30th October 1896.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	6,65,600	2,47,500	.....	1,11,327	.....	.....	.....
Continent of Europe—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
United States—							
San Francisco and New York	.....	.....	.....	1,16,277	.....	.....	.....
Australia—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	4,59,316	.....	.....	.....
China—							
Hongkong and Shanghai	25,475	33,000	.....	.....	.....	.....	.....
Other Ports	850	50,365	22,962	.....	4,902	1,26,342	20
Total	6,91,925	3,30,865	22,962	6,86,920	4,902	1,26,342	20
Total Imports from 1st January to 30th October 1896	2,17,91,025	1,11,7 951	24,19,034	5,62,84,006	7,63,298	32,88,312	4,967
Imported same time last year	1,61,01,521	95,11,483	12,74,431	4,93,16,319	8,24,473	46,22,195	1,630

Total Imports of Treasure from Foreign Countries into Bombay during the year 1896—*contd.*

From 31st October to 6th November 1896.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	2,04,400	2,03,125	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	7,000	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	19,000	14,625	.....	.....	.....	24,548	.....
Total	2,23,400	2,17,750	7,000	.....	.....	24,548	.....
Total Imports from 1st January to 6th November 1896	2,20,14,425	1,13,93,701	24,26,034	5,62,84,006	7,63,298	33,12,869	4,967
Imported same time last year	1,62,01,818	99,72,709	14,77,946	5,03,22,785	8,36,281	47,66,772	1,658

Total Imports of Treasure from Foreign Countries into Bombay during the year 1896—*contd.*

From 7th to 13th November 1896.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	81,250	.....	1,20,367	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	97,500	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	4,22,890	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	38,025	32,000	.....	.....	16	.....	.....
OTHER PORTS	6,000	4,148	.....	.....	960	61,990	.....
Total	44,025	1,17,398	97,500	5,43,257	976	61,990	.....
Total Imports from 1st January to 13th November 1896	2,20,58,450	1,15,11,099	25,23,534	5,68,27,263	7,64,274	33,74,850	4,967
Imported same time last year	1,72,74,777	1,09,41,367	14,96,609	5,08,16,500	8,52,470	48,35,957	1,700

Total Imports of Treasure from Foreign Countries into Bombay during the year 1896—*contd.*

From 14th to 20th November 1896.

FROM	GOLD.			SILVER.			
	Bullion.	COIN.		Bullion.	COIN.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	40,000	1,98,125	.....	5,82,056	.....	437	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	29,380	7,472	3,209	.....	.....	53,258	.....
Total	69,380	2,05,597	3,209	5,82,056	.....	53,695	.....
Total Imports from 1st January to 20th November 1896	2,21,27,830	1,17,16,696	25,26,743	5,74,09,319	7,64,274	34,28,545	4,967
Imported same time last year	1,79,50,156	1,18,37,771	15,14,953	5,17,40,886	9,03,171	49,41,906	1,772

Total Imports of Treasure from Foreign Countries into Bombay during the year 1896—*contd.*

From 21st to 27th November 1896.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	80,625	.....	1,54,882	.....	3,470	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.....	143	.....	95,745	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	85,110	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c....	.....	.....	.....	3,38,611	.....	.....	.....
CHINA—							
Hongkong and Shanghai	25,516	17,737	.....	.....	.....	.....	.....
OTHER PORTS	.....	96,044	9,879	.....	7,713	34,167	.....
Total.....	25,659	1,94,406	1,05,624	5,78,603	7,713	37,637	.....
Total Imports from 1st January to 27th November 1896.....	2,21,53,489	1,19,11,102	26,32,367	5,79,87,922	7,71,987	34,66,182	4,967
Imported same time last year...	1,93,15,624	1,24,32,511	15,16,223	5,46,63,872	9,04,046	49,85,774	1,777

Total Imports of Treasure from Foreign Countries into Bombay during the year 1896—*contd.*

From 28th November to 4th December 1896.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	81,600	1,60,000	.....	3,17,574	.....	1,500	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	300	4,877	2,854	.....	2,917	82,093	2
Total	81,900	1,64,877	2,854	3,17,574	2,917	83,593	2
Total Imports from 1st January to 4th December 1896.	2,22,35,389	1,20,75,979	26,35,221	5,83,05,496	7,74,904	35,49,775	4,969
Imported same time last year	2,14,96,138	1,26,57,175	17,12,974	5,61,79,008	9,06,542	50,21,819	1,777

Total Imports of Treasure from Foreign Countries into Bombay during the year 1896—*contd.*

From 5th to 11th December 1896.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	81,000	.....	.....	2,81,186	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	93,406	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	32,895	.....	.....	.....	.....	.....	.....
OTHER PORTS	17,040	37,627	12,837	.....	7,433	1,48,793	.....
Total	1,30,935	37,627	12,837	3,74,592	7,433	1,48,793	.....
Total Imports from 1st January to 11th December 1896	2,23,66,324	1,21,13,606	26,48,058	5,86,80,088	7,82,337	36,98,568	4,969
Imported same time last year	2,17,77,911	1,28,13,204	17,32,242	5,82,38,892	9,37,576	50,84,713	1,827

Total Imports of Treasure from Foreign Countries into Bombay during the year 1896—*contd.*

From 12th to 18th December 1896.

FROM	GOLD.			SILVER.			
		Coin.			Coin.		
	Bullion.	Sovereigns and Half Sovereigns.	Other Coin.	Bullion.	Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	3,60,000	2,40,000	.....	5,54,666	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	3,520	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	132	.....
OTHER PORTS	.....	2,000	700	.....	.....	2,03,487	.....
Total	3,60,000	2,45,520	700	5,54,666	.....	2,03,619	.....
Total Imports from 1st January to 18th December 1896	2,27,26,324	1,23,59,126	26,48,758	5,92,34,754	7,82,337	39,02,187	4,969
Imported same time last year	2,17,78,536	1,28,76,958	17,41,614	5,90,08,615	9,61,878	51,52,275	1,830

Total Imports of Treasure from Foreign Countries into Bombay during the year 1896—*contd.*

From 19th to 22nd December 1896.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	6,90,600	2,40,000	.....	22,70,396	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	4,30,571	.....	.....	.....
CHINA—							
Hongkong and Shanghai	64,500	2,400	.....	.....	.....	41,600	.....
OTHER PORTS	.....	46,988	17,388	.....	.....	79,154	.....
Total	7,55,100	2,89,388	17,388	27,00,967	.....	1,20,754	.....
Total Imports from 1st January to 22nd December 1896	2,34,81,424	1,26,48,514	26,66,146	6,19,35,721	7,82,337	40,22,941	4,969
Imported same time last year	2,17,78,536	1,28,78,824	17,43,024	5,90,08,639	9,84,214	52,03,618	1,857

Total Imports of Treasure from Foreign Countries into Bombay during the year 1896—*contd.*

From 23rd to 31st December 1896.

FROM	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half-Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	2,85,600	40,000	.....	2,34,917	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.....	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York.....	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai.....	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS.....	.....	3,78,604	20,820	.....	3,809	1,28,600	.....
Total...	2,85,600	4,18,604	20,820	2,34,917	3,809	1,28,600	.....
Total Imports from 1st January to 31st December 1896	2,37,67,024	1,30,67,118	26,86,966	6,21,70,638	7,86,146	41,51,541	4,969
Imported same time last year...	2,23,78,032	1,30,22,604	17,45,108	6,06,59,272	10,04,973	53,12,622	1,926

Total Exports of Treasure to Foreign Countries from Bombay during the year 1896.

From 1st to 10th January 1896.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half-Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.....	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York.....	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c..	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai.....	.....	85,000	.....	.....	.....	.....	.....
OTHER PORTS	1,045	5,000	.....	.....	.....	4,00,000	3,990
Total Exports from 1st to 10th January 1896	1,045	90,000	.....	.....	.....	4,00,000	3,990
Exported same time last year...	58,000	.....	.....	.....	20,713	1,63,600	.....

Total Exports of Treasure to Foreign Countries from Bombay during the year 1896—*contd.*

From 11th to 17th January 1896.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half-Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	8,90,884	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Honkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	.....	.....	.....	.....	.....	1,30,000	2,140
Total ...	8,90,884	.....	.....	.....	.....	1,30,000	2,140
Total Exports from 1st to 17th January 1896	8,91,929	90,000	.....	.....	.....	5,30,000	6,130
Exported same time last year...	58,000	.....	.....	.....	20,713	1,63,600	.....

Total Exports of Treasure to Foreign Countries from Bombay during the year 1896—*contd.*

From 18th to 24th January 1896.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	.....	.....	.....	.....
Continent of Europe—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
United States—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
Australia—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
China—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
Other Ports	.....	.....	.....	1,786	4,810	1,00,000	.....
Total ...	.....	.....	.....	1,786	4,810	1,00,000	.....
Total Exports from 1st to 24th January 1896	8,91,929	90,000	.....	1,786	4,810	6,30,000	6,130
Exported same time last year...	39,42,549	3,52,500	.....	.....	45,487	4,83,600	.....

Total Exports of Treasure to Foreign Countries from Bombay during the year 1896—*contd.*

From 25th to 31st January 1896.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Govt. of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM—							
London	.....	.....	.....	.....	.....	.....	3,800
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	.....	.....	.....	.....	3,403	.....	.....
Total ...	.....	.....	.....	.....	3,403	.....	3,800
Total Exports from 1st to 31st January 1896	8,91,929	90,000	.....	1,786	8,213	6,30,000	9,930
Exported same time last year....	54,43,749	4,25,000	20,750	940	56,237	4,93,600	.....

Total Exports of Treasure to Foreign Countries from Bombay during the year 1896—*contd.*

From 1st to 7th February 1896.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	6,42,029	.....	.....	.....	.....	.....	.....
Continent of Europe—							
Trieste, Marseilles, &c.....	.....	.....	.....	.....	.....	.....	6,550
United States—							
San Francisco and New York ...	.....	.....	.....	.....	.....	.....	.....
Australia—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
China—							
Hongkong and Shanghai.....	.....	.....	.....	.....	.....	.....	.....
Other Ports	.....	.....	1,696	.....	11,177	12,000	207
Total ...	6,42,029	.....	1,696	.....	11,177	12,000	6,757
Total Exports from 1st January to 7th February 1896.....	15,33,958	90,000	1,696	1,786	19,390	6,42,000	16,687
Exported same time last year...	59,30,149	4,25,000	20,750	940	58,498	4,96,400	.....

Total Exports of Treasure to Foreign Countries from Bombay during the year 1896.—*contd.*

From 8th to 14th February 1896.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	802	.....	7,000	.....	.....	10,000	.....
Total	802	.....	7,000	.....	.....	10,000	.....
Total Exports from 1st January to 14th February 1896	15,34,760	90,000	8,696	1,786	19,390	6,52,000	16,687
Exported same time last year	81,12,912	4,25,000	20,750	940	58,498	5,36,400	.....

Total Exports of Treasure to Foreign Countries from Bombay during the year 1896—*contd.*

From 15th to 21st February 1896.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Govt. of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	8,72,327	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c,.....	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York.....	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai.....	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS.....	.....	1,600	.....	.....	.....	.....	.....
Total...	8,72,327	1,600	.....	.....	.....	.....	.....
Total Exports from 1st Jan. to 21st Feb. 1896	24,07,087	91,600	8,696	1,786	19,390	6,52,000	16,687
Exported some time last year...	95,73,801	4,25,000	20,750	940	58,498	7,59,400	.....

Total Exports of Treasure to Foreign Countries from Bombay during the year 1896—*contd.*

From 22nd to 27th February 1896.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	10,90,682	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	.....	.....	26,472	2,655	.....	.....	.....
Total	10,90,682	.....	26,472	2,655	.....	.....	.....
Total Exports from 1st Jan. to 27th Feb. 1896	34,97,769	91,600	35,168	4,441	19,390	6,52,000	16,687
Exported same time last year	1,02,64,362	4,25,000	20,750	940	58,498	7,59,400	.....

Total Exports of Treasure to Foreign Countries from Bombay during the year 1896—*contd.*

From 28th February to 6th March 1896.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York.....	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c..	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai.....	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS.....	.....	3,200	.....	4,850	.....	8,000	.....
Total.....	.....	3,200	.....	4,850	.....	8,000	.....
Total Exports from 1st January to 6th March 1896.....	34,97,769	94,800	35,168	9,291	19,390	6,60,000	16,687
Exported same time last year ...	1,13,02,562	4,25,000	24,755	940	65,698	7,81,562	4,470

Total Exports of Treasure to Foreign Countries from Bombay during the year 1896—*contd.*

From 7th to 13th March 1896.

TO.	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.....	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York.....	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c..	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai.....	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	2,070	1,501	10,100	2,812	.....	1,00,000	.....
Total ...	2,070	1,501	10,100	2,812	.....	1,00,000	.....
Total Exports 1st January to 13th March 1896	34,99,839	96,301	45,268	12,103	19,390	7,60,000	16,687
Exported same time last year ...	1,24,03,456	4,25,000	24,755	940	65,698	7,81,562	7,670

Total Exports of Treasure to Foreign Countries from Bombay during the year 1896—*contd.*

From 14th to 19th March 1896.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	10,96,141	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	.....	.....	1,04,297	.....	.....	.....	19
Total...	10,96,141	.....	1,04,297	.....	.....	.....	19
Total Exports from 1st January to 19th March 1896	45,95,980	96,301	1,49,565	12,103	19,390	7,60,000	16,706
Exported same time last year	1,35,31,456	4,25,000	24,755	6,340	69,878	9,81,562	7,670

Total Exports of Treasure to Foreign Countries from Bombay during the year 1896—*contd.*

From 20th to 27th March 1896.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Govt. of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	91,083	.....	.....	.....
OTHER PORTS—	.....	.....	14,750	.....	.....	4,000	.....
Total...	.....	.....	14,750	91,083	.....	4,000	.....
Total Exports from 1st Jan. to 27th March 1896	45,95,980	96,301	1,64,315	1,03,186	19,390	7,64,000	16,706
Exported same time last year	1,35,31,456	4,25,000	43,355	6,340	75,278	9,85,262	7,670

Total Exports of Treasure to Foreign Countries from Bombay during the year 1896—*contd.*

From 28th March to 1st April 1896.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	6,75,919	10	.....	13	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York.....	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai.....	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS.....	.....	400	.....	24	.....	78,000	.....
Total.....	6,75,919	410	.....	37	.....	78,000	.....
Total Exports from 1st Jan. to 1st April 1896	52,71,899	96,711	1,64,315	1,03,223	19,390	8,42,000	16,706
Exported same time last year...	1,43,29,744	4,25,000	43,355	6,340	75,278	11,95,062	7,670

Total Exports of Treasure to Foreign Countries from Bombay during the year 1896—*contd.*

From 2nd to 10th April 1896.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	.....	.....	45,000	1,923	.....	.....	.....
Total	.....	.....	45,000	1,923	.....	.....	.....
Total Exports from 1st January to 10th April 1896	52,71,899	96,711	2,09,315	1,05,146	19,390	8,42,000	16,706
Exported same time last year	1,47,78,744	4,25,000	43,355	1,11,306	75,278	15,95,062	8,306

Total Exports of Treasure to Foreign Countries from Bombay during the year 1896—*contd.*

From 11*th to* 17*th April* 1896.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	10,21,757	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	3,680
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	260	.....	.....	3,334	.....	4,53,000	.....
Total...	10,22,017	.....	.....	3,334	.....	4,53,000	3,680
Total Exports from 1st January to 17th April 1896	62,93,916	96,711	2,09,315	1,08,480	19,390	12,95,000	20,386
Exported same time last year ...	1,56,77,547	4,25,000	43,355	1,11,306	75,278	16,07,762	8,306

Total Exports of Treasure to Foreign Countries from Bombay during the year 1896—*contd.*

From 18th to 24th April 1896.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
UNITED KINGDOM— London	.....	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE— Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES— San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA— Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA— Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	.....	.....	.....	940	12,085	3,06,000	60
Total ...	.....	.....	.....	940	12,085	3,06,000	60
Total Exports from 1st Jan. to 24th April 1896	62,93,916	96,711	2,09,315	1,09,420	31,475	16,01,000	20,446
Exported same time last year...	1,56,77,547	4,25,000	43,355	1,11,306	75,278	17,07,762	8,306

Total Exports of Treasure to Foreign Countries from Bombay during the year 1896—*contd.*

From 25th April to 1st May 1896.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	6,92,669	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	1,440	.....	22,600	570	5,01,372	3,79,900	3,100
Total ...	6,94,109	.....	22,600	570	5,01,372	3,79,900	3,100
Total Exports from 1st January to 1st May 1896	69,88,025	96,711	2,31,915	1,09,990	5,32,847	19,80,900	23,546
Exported same time last year...	1,62,05,738	4,25,000	43,355	1,11,306	84,410	17,37,562	8,306

Total Exports of Treasure to Foreign Countries from Bombay during the year 1896—*contd.*

From 2nd to 8th May 1896.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York.....	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	.....	.....	3,265	.....	4,775	61,500	.....
Total.....	.....	.....	3,265	.....	4,775	61,500	.....
Total Exports from 1st Jan. to 8th May 1896.....	69,88,025	96,711	2,35,180	1,09,990	5,37,622	20,42,400	23,546
Exported same time last year ...	1,62,44,138	4,25,000	43,355	1,11,306	96,380	17,37,562	8,306

Total Exports of Treasury to Foreign Countries from Bombay during the year 1896—*contd.*

From 9th to 15th May 1896.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	10,79,766	.....	.....	.....	.....	.....	.....
Continent of Europe—							
Trieste, Marseilles, &c.....	.....	.....	.....	.....	.....	.....	.....
United States—							
San Francisco and New York.....	.....	.....	.....	.....	.....	.....	.....
Australia—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
China—							
Hongkong and Shanghai	.....	.....	.....	.....	1,66,891	.....	.....
Other Ports	.....	3,952	28,000	.....	1,67,729	6,32,000	.....
Total ...	10,79,766	3,952	28,000	.....	3,34,620	6,32,000	.....
Total Exports from 1st January to 15th May 1896	80,67,791	1,00,663	2,63,180	1,09,990	8,72,242	26,74,400	23,546
Exported same time last year...	1,71,42,855	4,25,000	43,355	1,11,306	1,55,684	17,37,562	8,306

Total Exports of Treaasure to Foreign Countries from Bombay during the year 1896—*contd.*

From 16th to 21st May 1896.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion,	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.....	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York.....	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sidney, Adelaide, &c..	.....	.....	.....	.....	.....	.....	.....
CHINA—				.....	.....	.....	.....
Hongkong and Shanghai	.....	.....	.....				
OTHER PORTS	.....	.....	3,031	.....	.....	.....	.....
Total ...	.....	.....	3,031	.....	.....	.....	.....
Total Exports from 1st January to 21st May 1896.....	80,67,791	1,00,663	2,66,211	1,09,990	8,72,242	26,74,400	23,546
Exported same time last year...	1,73,30,855	4,25,000	43,355	1,11,306	1,64,755	17,37,562	8,306

Total Exports of Treasure to Foreign Countries from Bombay during the year 1896—*contd.*

From 22nd to 28th May 1896.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	5,85,852	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.....	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York.....	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c..	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHERS PORTS	4,500	.....	.....	498	1,70,498	1,25,000	.....
Total ...	5,90,352	.....	.....	498	1,70,498	1,25,000	.....
Total Exports from 1st January to 28th May 1896	86,58,143	1,00,663	2,66,211	1,10,488	10,42,740	2,79,400	23,546
Exported same time last year...	1,78,50,569	4,25,000	43,355	1,11,306	1,74,461	18,13,762	8,306

Total Exports of Treasure to Foreign Countries from Bombay during the year 1896—*contd.*

From 29th May to 4th June 1896.

TO	GOLD.			SILVER.			
	Bullion.	Coin,		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA— Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA— Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	.....	.....	.....	.....	.....	3,09,000	.....
Total ...	.....	.....	.....	.....	.....	3,09,000	.....
Total Exports from 1st January to 4th June 1896	86,58,143	1,00,663	2,66,211	1,10,488	10,42,740	31,08,400	23,546
Exported same time last year...	1,78,50,569	4,25,000	43,355	1,11,306	1,79,737	18,14,362	8,306

Total Exports of Treasure to Foreign Countries from Bombay during the year 1896—*contd.*

From 5th to 11th June 1896.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	5,700	.....	7,500	477	10,20,795	13,27,000	.....
Total ...	5,700	.....	7,500	477	10,20,795	13,27,000	.....
Total Exports from 1st January to 11th June 1896	86,63,843	1,00,663	2,73,711	1,10,965	20,63,535	44,35,400	23,546
Exported same time last year ...	1,78,50,569	4,25,000	43,355	1,12,306	5,59,737	19,65,162	8,306

Total Exports of Treasure to Foreign Countries from Bombay during the year 1896.—*contd.*

From 12th to 18th June 1896.

TO	GOLD.			SILVER.			
	Bullion.	COIN.		Bullion.	COIN.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	11,87,793	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	6,860	.....	.....	.....	840
UNITED STATES—							
San Francisco and New York.....	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai.....	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	1,350	.....	.....	.....	8,42,059	51,500	.....
Total...	11,89,143	.....	6,860	.....	8,42,059	51,500	840
Total Exports from 1st January to 18th June 1896	98,52,986	1,00,663	2,80,571	1,10,965	29,05,594	44,86,900	24,386
Exported same time last year...	1,87,48,119	4,25,000	43,355	1,12,306	5,59,737	22,90,162	8,306

Total Exports of Treasure to Foreign Countries from Bombay during the year 1896.—*contd.*

From 19th to 25th June 1896.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	7,000	.....	40,025	.....	.....	3,32,700	.....
Total	7,000	.....	40,025	.....	.....	3,32,700	.....
Total Exports from 1st January to 25th June 1896	98,59,986	1,00,663	3,20,596	1,10,965	29,05,594	48,19,600	24,386
Exported same time last year	1,89,29,119	4,25,000	43,355	1,12,306	12,51,490	31,85,662	11,281

Total Exports of Treasure to Foreign Countries from Bombay during the year 1896—*contd.*

From 26th June to 2nd July 1896.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	6,94,818	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York.....	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	14,500	.....	2,740	4,268	4,190	6,27,000	.....
Total.....	7,09,318	.....	2,740	4,268	4,190	6,27,000	.....
Total Exports from 1st January to 2nd July 1896.....	1,05,69,304	1,00,663	3,23,336	1,15,233	29,09,784	54,46,600	24,386
Exported same time last year...	1,97,06,315	4,25,000	43,355	1,12,306	12,56,690	32,00,662	11,281

Total Exports of Treasure to Foreign Countries from Bombay during the year 1896—*Contd.*

From 3rd to 9th July 1896.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.....	.....	.....	41,846	.....	.....	.....	10,655
UNITED STATES—							
San Francisco and New York.....	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	.....	.....	4,200	960	14,27,931	5,00,000	350
Total ...	.....	.....	46,046	960	14,27,931	5,00,000	11,005
Total Exports from 1st Jan. to 9th July 1896.....	1,05,69,304	1,00,663	3,69,382	1,16,193	43,37,715	59,46,600	35,391
Exported same time last year.....	1,98,89,315	4,25,000	43,355	1,12,306	12,58,392	32,73,937	11,281

Total Exports of Treasure to Foreign Countries from Bombay during the year 1896—*contd.*

From 10th to 16th July 1896.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	9,83,998	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA— Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA— Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	.....	.....	.....	3,850	.....	7,10,000	.....
Total	9,83,998	.....	.....	3,850	.....	7,10,000	.....
Total Exports from 1st January to 16th July 1896	1,15,53,302	1,00,663	3,69,382	1,20,043	43,37,715	66,56,600	35,391
Exported same time last year	2,07,59,888	4,25,960	55,433	1,12,306	12,58,392	33,49,937	11,281

Total Exports of Treasure to Foreign Countries from Bombay during the year 1896—*contd.*

From 17th to 23rd July 1896.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Co'n.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	600	2,19,911	9,300	1,116	4,26,214	3,69,400	.....
Total...	600	2,19,911	9,300	1,116	4,26,214	3,69,400	.....
Total Exports from 1st January to 23rd July 1896	1,15,53,902	3,20,574	3,78,682	1,21,159	47,63,929	70,26,000	35,391
Exported same time last year	2,07,69,168	4,25,960	55,433	1,13,296	12,58,392	38,46,937	11,281

Total Exports of Treasure to Foreign Countries from Bombay during the year 1896.—*contd.*

From 24th to 30th July 1896.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	6,59,964	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York.....	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	.....	.....	.....	5,807	.....	5,65,000	.....
Total.....	6,59,964	.....	.....	5,807	.....	5,65,000	.....
Total Exports from 1st January to 30th July 1896	1,22,13,866	3,20,574	3,78,682	1,26,966	47,63,929	75,91,000	35,391
Exported same time last year...	2,14,62,610	13,19,560	55,433	1,13,296	12,60,042	44,46,087	11,281

Total Exports of Treasure to Foreign Countries from Bombay during the year 1896—*contd.*

From 31st July to 6th August 1896.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.....	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York.....	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	.....	.....	.....	5,125	.....	4,01,918	.....
Total ...	.....	.....	.....	5,125	.....	4,01,918	.....
Total Exports from 1st January to 6th August 1896.....	1,22,13,866	3,20,574	3,78,682	1,32,091	47,63,929	79,92,918	35,391
Exported same time last year...	2,27,83,310	13,19,560	55,433	1,14,546	12,60,042	51,88,087	11,281

Total Exports of Treasure to Foreign Countries from Bombay during the year 1896—*Contd.*

From 7th to 13th August 1896.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London.....	.....	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.....	.....	.....	.....	.....	1,080	.....	5,020
UNITED STATES—							
San Francisco and New York.....	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai.....	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS.....	.....	.....	.....	11,210	.....	40,000	.....
Total...	.....	.....	.....	11,210	1,080	40,000	5,020
Total Exports from 1st Jan. to 13th August 1896	1,22,13,866	3,20,574	3,78,682	1,43,301	47,65,009	80,32,918	40,411
Exported same time last year...	2,42,08,706	13,19,560	87,933	1,14,546	12,61,942	56,09,487	16,951

Total Exports of Treasure to Foreign Countries from Bombay during the year 1896.—*contd.*

From 14th to 20th August 1896.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	10,40,045	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York.....	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai.....	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	.....	.....	24,650	.....	.....	12,98,000	.....
Total.....	10,40,045	.....	24,650	.....	.....	12,98,000	.....
Total Exports from 1st January to 20th August 1896	1,32,53,911	3,20,574	4,03 332	1,43,301	47,65,009	93,30,918	40,411
Exported same time last year...	2,46,00,906	13,19,560	87,933	1,19,200	12,64,714	56,76,837	16,951

Total Exports of Treasure to Foreign Countries from Bombay during the year 1896—*contd.*

From 21st to 27th August 1896.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London.....	.....	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York.....	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	.....	.....	.....	.....	.....	1,75,673	.....
Total...	.....	.....	.....	.....	.....	1,75,673	.....
Total Exports from 1st January to 27th August 1896	1,32,53,911	3,20,574	4,03,332	1,43,301	47,65,609	95,06,591	40,411
Exported same time last year...	2,53,10,212	13,19,560	1,06,158	1,20,185	12,64,714	61,26,337	16,951

Total Exports of Treasure to Foreign Countries from Bombay during the year 1896—*contd.*

From 28th August to 3rd September 1896.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	7,67,440	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c	.....	.....	.....	.....	.....	.....	
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelai e, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	.....	.....	.....	.....	.....	8,48,878	.....
Total ...	7,67,440	.....	.....	.....	.....	8,48,878	.....
Total Exports from 1st Jan. to 3rd September 1896	1,40,21,351	3,20,574	4,03,332	1,43,301	47,65,009	1,03,55,469	40,411
Exported same time last year...	2,53,10,212	13,19,560	1,06,158	1,20,185	12,65,022	64,98,837	16,951

Total Exports of Treasure to Foreign Countries from Bombay during the year 1896—*contd.*

From 4th to 10th September 1896.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns. and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.....	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York.....	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c..	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai.....	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	.....	.....	.....	.....	.....	20,000	.....
Total ...	.....	.....	.....	.....	.....	20,000	.....
Total Exports from 1st January to 10th September 1896	1,40,21,351	3,20,574	4,03,332	1,43,301	47,65,009	1,03,75,469	40,411
Exported same time last year...	2,53,10,212	13,19,560	1,41,658	1,20,185	12,65,022	65,18,837	18,451

Total Exports of Treasure to Foreign Countries from Bombay during the year 1896—*Contd.*

From 11th to 18th September 1896.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	9,80,908	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	5,500	.....	10,075	.....	.....	5,19,000	.....
Total ...	9,86,408	.....	10,075	.....	.....	5,19,000	.....
Total Exports from 1st Jan. to 18th September 1896	1,50,07,759	3,20,574	4,13,407	1,43,301	47,65,009	1,08,94,469	40,411
Exported same time last year...	2,53,10,212	13,19,560	1,53,658	1,20,185	12,65,022	76,59,837	18,451

Total Exports of Treasure to Foreign Countries from Bombay during the year 1896—*contd.*

From 19th to 25th September 1896.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c...	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York.....	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c..	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai.....	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	6,000	.....	5,275	.....	.....	15,000	.....
Total ...	6,000	.....	5,275	... ..	.....	15,000	.....
Total Exports from 1st January to 25th September 1896	1,50,13,759	3,20,574	4,18,682	1,43,301	47,65,009	1,09,09,469	40,411
Exported same time last year...	2,53,10,212	13,19,560	1,53,658	1,21,385	12,65,022	78,48,737	18,451

Total Exports of Treasure to Foreign Countries from Bombay during the year 1896.—*contd.*

From 26th September to 2nd October 1896.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	7,49,076	... ..	.....	.....	.....	75	.....
CONTINENT OF EUROPE.....							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York.....	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA— Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA— Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS.....	.....	.....	.....	.....	.....	1,68,275	.....
Total.....	7,49,076	.....	.....	.....	.....	1,68,350	.....
Total Exports from 1st January to 2nd October 1896	1,57,62,835	3,20,574	4,18,682	1,43,301	47,65,009	1,10,77,819	40,411
Exported same time last year...	2,53,10,212	13,22,660	1,53,658	1,22,390	12,65,022	80,34,837	18,451

Total Exports of Treasure to Foreign Countries from Bombay during the year 1896—*contd.*

From 3rd to 9th October 1896.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.....	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York.....	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c..	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	.....	.....	.....	.....	.....	5,00,000	.....
Total ...	.....	.....	.....	.....	.....	5,00,000	.....
Total Exports from 1st January to 9th October 1896	1,57,62,835	3,20,574	4,18,682	1,43,301	47,65,009	1,15,77,819	40,411
Exported same time last year...	2,53,10,212	13,22,660	1,53,658	1,26,598	12,65,022	80,34,837	18,451

Total Exports of Treasure to Foreign Countries from Bombay during the year 1896—*contd.*

From 10th to 16th October 1896.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	10,34,161	.....	.....	.....	.....	.....	.....
Continent of Europe—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
United States—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
Australia—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
China—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
Other Ports	.....	.....	3,600	5,383	3,215	65,000	50
Total ...	10,34,161	.....	3,600	5,383	3,215	65,000	50
Total Exports from 1st Jan. to 16th Oct. 1896	1,67,96,996	3,20,574	4,22,282	1,48,684	47,68,224	1,16,42,819	40,461
Exported same time last year...	2,53,10,212	13,22,660	1,57,458	1,26,598	12,68,072	80,64,837	18,451

Total Exports of Treasure to Foreign Countries from Bombay during the year 1896—*contd.*

From 17th to 23rd October 1896.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	6,900	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	.....	.....	1,500	.....	.....	3,353	.....
Total ...	6,900	.....	1,500	.....	.....	3,353	.....
Total Exports from 1st January to 23rd October 1896	1,68,03,896	3,20,574	4,23,782	1,48,684	47,68,224	1,16,46,172	40,461
Exported same time last year...	2,53,10,212	13,22,660	1,57,458	1,26,598	12,68,072	80,74,837	18,451

Total Exports of Treasure to Foreign Countries from Bombay during the year 1896—*contd.*

From 24th to 30th October 1896.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	7,12,309	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	4,800
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	350	.....	.....	.....
OTHER PORTS	.....	.....	10,005	.....	94,500	.....	.....
Total	7,12,309	.....	10,005	350	94,500	.....	4,800
Total Exports from 1st January to 30th October 1896	1,75,16,205	3,20,574	4,33,787	1,49,034	48,62,724	1,16,46,172	45,261
Exported same time last year	2,53,10,212	13,22,660	1,57,458	10,23,802	28,91,472	82,74,837	18,451

Total Exports of Treasure to Foreign Countries from Bombay during the year 1896—*contd.*

From 31st October to 6th November 1896.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	1,72,200	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	.....	.....	.....	.....	.....	.....	.....
Total ...	1,72,200	.....	.....	.....	.....	.....	.....
Total Exports from 1st January to 6th November 1896.	1,76,88,405	3,20,574	4,33,787	1,49,034	48,62,724	1,16,46,172	45,261
Exported same time last year	2,53,10,212	13,22,660	1,57,458	10,23,802	28,97,272	82,74,837	18,451

Total Exports of Treasure to Foreign Countries from Bombay during the year 1896—*contd.*

From 7th to 13th November 1896.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	320	.....	.....	.....	150	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	15,555	.....	.....
OTHER PORTS	.....	.....	.....	.....	4,273	.....	38
Total ...	.....	320	.....	.....	19,828	150	38
Total Exports from 1st Jan. to 13th November, 1896	1,76,88,405	3,20,894	4,33,787	1,49,034	48,82,552	1,16,46,322	45,299
Exported same time last year ...	2,53,10,212	13,24,122	1,57,458	10,23,802	39,09,868	87,74,837	26,399

Total Exports of Treasure to Foreign Countries from Bombay during the year 1896—*contd.*

From 14th to 20th November 1896.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	10,60,376	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	.....	.....	.....	.....	.....	.....	.....
Total ...	10,60,376	.....	.....	.....	.....	.....	.....
Total Exports from 1st January to 20th November 1896	1,87,48,781	3,20,894	4,33,787	1,49,034	48,82,552	1,16,46,322	45,299
Exported same time last year	2,53,10,212	13,24,122	1,57,458	10,23,802	39,09,868	88,24,837	26,399

Total Exports of Treasure to Foreign Countries from Bombay during the year 1896—*contd.*

From 21st to 27th November 1896.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	.....	.....	.....	9,292	4,48,395	40,000	.....
Total	.....	.....	.....	9,292	4,48,395	40,000	.....
Total Exports from 1st January to 27th November 1896	1,87,48,781	3,20,894	4,33,787	1,58,323	53,30,947	1,16,86,322	45,299
Exported same time last year	2,58,94,502	13,24,122	1,57,458	10,28,899	50,34,660	88,24,837	26,399

Total Exports of Treasure to Foreign Countries from Bombay during the year 1896—*contd.*

From 28th November to 4th December 1896.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	7,48,542	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	.....	.....	2,100	.....	.....	.....	.....
Total	7,48,542	.....	2,100	.....	.....	.....	.....
Total Exports from 1st January to 4th December 1896	1,94,97,323	3,20,894	4,35,887	1,58,326	53,30,947	1,16,36,322	45,299
Exported same time last year	2,58,95,204	13,26,522	1,57,458	10,30,799	50,34,660	88,24,837	26,399

Total Exports of Treasure to Foreign Countries from Bombay during the year 1896—*contd.*

From 5th to 11th December 1896.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.....	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York.....	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai.....	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	.....	.....	9,487	2,112	3,04,679	.....	73
Total ...	.....	.....	9,487	2,112	3,04,679	.....	73
Total Exports from 1st January to 11th December 1896.....	1,94,97,323	3,20,894	4,45,374	1,60,438	56,35,626	1,16,86,322	45,372
Exported same time last year...	2,58,95,204	13,70,272	1,57,858	10,30,799	57,69,060	90,24,837	38,064

Total Exports of Treasure to Foreign Countries from Bombay during the year 1896—*contd.*

From 12th to 18th December 1896.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	.....	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Trieste, Marseilles, &c.	.....	.....	.....	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c.	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shangai	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	.....	.....	3,335	3,842	.....	.....	.....
Total ...	.....	.....	3,335	3,842	.....	.....	.....
Total Exports from 1st January to 18th December 1896	1,94,97,323	3,20,894	4,48,709	1,64,280	56,35,626	1,16,86,322	45,372
Exported same time last year ...	2.58,96,029	13,70,272	1,67,858	10,30,799	57,69,860	90,24 837	38,064

Total Exports of Treasure to Foreign Countries from Bombay during the year 1896—*contd.*

From 19th to 22nd December 1896.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
United Kingdom—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	9,67,409	.....	.....	.....	.....	.....	.....
Continent of Europe—							
Trieste, Marseilles, &c.....	.....	.....	.....	.....	.....	.....	.....
United States—							
San Francisco and New York.....	.....	.....	.....	.....	.....	.....	.....
Australia—							
Melbourne, Sydney, Adelaide, &c..	.....	.....	.....	.....	.....	.....	.....
China—							
Hongkong and Shanghai	.....	.....	.....	.....	.....	.....	.....
Other Ports	.....	.....	.....	.....	.....	.....	.....
Total ...	9,67,409	.....	.....	.....	.....	.....	.....
Total Exports from 1st January to 22nd December 1896.....	2,04,64,732	3,20,894	4,48,709	1,64,280	56,35,626	1,16,86,322	45,372
Exported same time last year ...	2,58,96,029	13,70,272	1,67,858	10,31,199	62,78,310	90,24,837	38,064

Total Exports of Treasure to Foreign Countries from Bombay during the year 1896—*contd.*

From 23rd to 31st December 1896.

TO	GOLD.			SILVER.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
UNITED KINGDOM—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
London	6,82,737	.....	.....	.....	.....	.....	.....
CONTINENT OF EUROPE—							
Triete, Marseilles, &c.	.....	.....	2,100	.....	.....	.....	.....
UNITED STATES—							
San Francisco and New York.....	.....	.....	.....	.....	.....	.....	.....
AUSTRALIA—							
Melbourne, Sydney, Adelaide, &c..	.....	.....	.....	.....	.....	.....	.....
CHINA—							
Hongkong and Shanghai.....	.....	.....	.....	.....	.....	.....	.....
OTHER PORTS	.....	.....	3,915	.....	6,725	.....	.....
Total.....	6,82,737	.....	6,015	.....	6,725	.....	.....
Total Exports from 1st January to 31st December 1896	2,11,47,469	3,20,894	4,54,724	1,64,280	56,42,351	1,16,86,322	45,372
Exported same time last year.....	2,74,16,589	13,70,272	1,67,858	10,32,703	62,92,152	90,24,837	38,064

STATEMENT showing the Annual Value of the Import Trade of India, and the Total Miles of Railway opened in the Official Years 1853-54 *to* 1895-96.

YEAR.	Total Miles of Railway opened.	Merchandise.	Treasure.	Merchandise and Treasure
		£	£	£
1853-54	71	10,070,863	4,871,956	19,942,819
1854-55	170	12,742,671	2,028,256	14,770,927
1855-56	272¾	13,945,000	11,301,288	25,246,288
1856-57	288¼	14,195,000	14,413,697	28,608,697
1857-58	428½	15,275,000	15,815,436	31,090,436
1858-59	626¼	21,730,000	12,817,071	34,547,071
1859-60	839¼	24,265,000	16,356,963	40,621,963
1860-61	1587¾	23,495,000	10,677,077	34,172,077
1861-62	2335¾	22,320,000	14,951,985	37,271,985
1862-63	2550	22,630,000	20,508,967	43,138,967
1863-64	2966¾	27,145,000	22,962,581	50,107,581
1864-65	3372¾	28,150,000	21,363,325	49,513,325
1865-66	3568¾	29,600,000	29,577,301	59,157,301
1866-67	3936½	29,040,000	13,236,905	42,276,905
1867-68	4016¼	35,705,000	11,775,374	47,480,374
1868-69	4294¾	35,990,000	15,155,954	51,145,954
1869-70	4775	32,925,000	13,954,807	46,879,807
1870-71	5077¼	34,470,000	5,444,823	39,914,823
1871-72	5370¼	32,090,000	11,573,813	43,663,813
1872-73	5695	31,875,000	4,556,585	36,431,585
1873-74	6227¾	33,835,000	5,792,534	39,627,534
1874-75	6519	36,220,000	8,141,047	44,361,047
1875-76	6833	38,515,000	5,300,722	43,815,722
1876-77	7322½	37,440,000	11,436,120	48,876,120
1877-78	8212	41,464,000	17,355,459	58,819,459
1878-79	8492¾	37,801,000	7,056,748	44,857,748
1879-80	9308	41,172,000	11,654,894	52,826,894
1880-81	9892	53,086,800	8,997,200	62,084,000
1881-82	10145½	49,113,000	11,322,800	60,435,800
1882-83	10780¼	52,098,700	13,453 400	65,552,100
1883-84		55,299,000	12,877,900	68,176,900
1884-85	12000⅛	55,701,600	13,888,200	69,589,800
1885-86	12375½	55,652,000	15,467,000	71,119,000
1886-87	13386	61,812,000	11,048,300	72,860,300
1887-88	14377	65,004,500	13,812,500	78,817,000
1888-89	15242¼	69,437,700	13,845,000	83,282,700
1889-90	16092⅛	69,199,400	17,454,500	86,653,900
1890-91	16996	71,975,800	21,934,500	93,910,300
1891-92	17564	69,427,600	14,722,600	84,150,200
1892-93	18042	66,278,600	17,009,800	83,288,400
1893-94	18500	77,026,100	18,461,200	95,487,300
1894-95	18855¼	73,516,500	9,581,200	83,097,700
1895-96	19677¾	72,936,100	13,368,000	86,304,100

STATEMENT showing the Annual Value of the Export Trade of India, and the Total Miles of Railway opened in the Official Years 1853-54 *to* 1895-96.

YEAR.	Total Miles of Railway opened.	Merchandise.	Treasure.	Merchandise and Treasure.
		£	£	£
1853-54	71	19,295,139	1,483,296	20,778,435
1854-55	170	18,927,222	1,267,033	20,194,255
1855-56	272¾	23,040,000	601,177	23,641,177
1856-57	288¼	25,340,000	1,253,426	26,593,426
1857-58	428½	27,460,000	822,438	28,282,438
1858-59	626¼	29,860,000	669,427	30,529,427
1859-60	839½	27,960,000	929,007	28,889,007
1860-61	1587¾	32,970,000	1,119,549	34,089,549
1861-62	2335¾	36,320,000	683,355	37,003,355
1862-63	2550	*47,860,000	1,111,140	48,971,140
1863-64	2966¾	*65,625,000	1,270,435	66,895,435
1864-65	3372¾	*68,025,000	1,444,775	69,469,775
1865-66	3568¾	*65,490,000	2,165,352	67,655,352
1866-67	3936½	41,860,000	2,431,503	44,291,503
1867-68	4016½	50,875,000	1,571,946	52,446,946
1868-69	4294¾	53,060,000	1,395,580	54,455,580
1869-70	4775	52,470,000	1,042,353	53,512,353
1870-71	5077¼	55,335,000	2,220,765	57,555,765
1871-72	5370¼	63,190,000	1,495,642	64,685,642
1872-73	5695	55,230,000	1,308,579	56,538,579
1873-74	6227¾	54,980,000	1,958,512	56,938,519
1874-75	6519	56,360,000	1,625,309	57,985,309
1875-76	6833	56,210,000	2,200,236	58,410,236
1876-77	7322¼	61,013,000	4,029,898	65,042,898
1877-78	8212	65,222,000	2,210,995	67,432,995
1878-79	8492¾	60,937,000	3,982,228	64,919,228
1879-80	9308	67,210,000	2,035,147	69,245,147
1880-81	9892	74,541,000	1,440,400	75,981,400
1881-82	10145½	81,966,000	1,099,700	83,065,700
1882-83	10780½	83,485,000	1,041,800	84,526,800
1883-84		88,076,400	1,008,500	89,084,900
1884-85	12000½	83,170,100	1,968,900	85,139,300
1885-86	12375½	83,861,200	1,108,200	84,969,400
1886-87	13386	88,481,000	1,720,400	90,201,400
1887-88	14377	90,543,600	1,604,600	92,148,200
1888-89	15242¼	97,060,200	1,784,400	98,844,600
1889-90	16092½	103,448,700	1,906,300	105,355,000
1890-91	16996	100,215,000	2,123,200	102,338,200
1891-92	17564	108,178,000	3,286,700	111,464,700
1892-93	18042	106,574,700	6,958,900	113,533,600
1893-94	18500	106,514,800	4,100,200	110,615,000
1894-95	18855¼	108,929,100	8,226,100	117,155,200
1895-96	19677¾	114,345,900	4,259,800	118,605,700

* Exports abnormally high owing to the American Civil War.

FOREIGN TRADE OF BRITISH INDIA.

Summary of Imports and Exports in the Official Years 1890-91 *to* 1895-96.

	1890-91.	1891-92	1892-93.	1893-94.	1894-95.	1895-96.
IMPORTS—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Merchandise, Private.						
Bengal	26,08,03,178	25,34,65,003	23,22,52,663	29,20,00,829	26,64,47,251	27,20,56,815
Bombay	27,54,34,525	25,75,61,561	25,28,29,327	29,30,68,303	28,81,48,485	27,90,70,360
Sindh	3,70,25,206	3,97,22,851	3,41,67,977	4,22,16,840	4,50,90,416	3,80,96,014
Madras	6,21,92,751	6,00,38,960	5,24,83,961	6,04,64,336	6,71,70,451	5,69,38,590
British Burmah	5,48,97,390	5,50,38,022	5,44,49,904	5,18,65,888	3,46,93,513	4,71,45,063
Total...	69,03,53,050	66,58,26,397	62,61,83,832	73,96,16,196	70,15,50,116	69,33,06,842
Ditto Government Stores	2,94 04,704	2,84,49,262	3,66,02,390	3,06,44,748	3,36,14,926	3,60,54,502
Total Merchandise...	71,97,57,754	69,42,75,659	66,27,86,222	77,02,60,944	73,51,65,042	72,93,61,344
Treasure, Private.						
Bengal	3,91,84,486	3,35,99,849	2,26,10,216	1,83,63,817	1,08,29,075	1,35,90,673
Bombay	17,58,17,256	11,01,59,503	14,47,38,397	15,70,85,980	7,97,64,503	11,52,37,999
Sindh	8,48,227	11,18,905	13,78,440	59,76,399	32,49,512	17,64,100
Madras	32,39,066	21,77,668	11,65,334	18,94,166	12,08,725	18,17,435
British Burmah	1,05,841	1,70,696	2,05,714	9,32,202	5,38,269	11,79,647
Total...	21,91,94,876	14,72,26,621	17,00,98,101	18,42,52,564	9,55,90,084	13,35,89,854
Ditto Government	1,50,000	.....	.....	3,60,000	2,22,000	90,000
Total Treasure...	21,93,44,876	14,72,26,621	17,00,98,101	18,46,12,564	9,58,12,084	13,36,79,854
Grand Total of Imports...	93,91,02,630	84,15,02,280	83,28,84,323	95,48,73,508	83,09,77,126	86,30,41,198
EXPORTS—						
Merchandise, Private.						
(Foreign Goods.)						
Bengal	15,30,691	19,22,143	26,58,380	16,42,474	16,94,979	15,23,931
Bombay	3,47,74,867	3,53,32,373	3,61,10,465	3,48,06,604	4,13,81,511	3,77,45,286

Sindh	52,52,434	65,21,555	61,29,631	67,30,814	68,47,431	72,35,476
Madras	5,29,056	5,45,783	6,35,582	8,65,034	4,17,072	4,27,071
British Burmah	2,94,484	5,33,127	3,09,079	3,04,054	2,34,375	2,78,533
Total...	4,23,81,532	4,48,54,981	4,58,43,137	4,43,48,980	5,05,75,368	4,72,10,297
(Indian Produce and Manufactures.)						
Bengal	37,10,62,075	39,74,87,871	41,34,91,410	41,80,63,748	45,84,24,462	46,42,27,935
Bombay	34,36,21,875	37,10,31,301	36,83,34,149	35,25,89,496	30,23,79,023	34,17,58,339
Sindh	4,18,20,144	6,69,03,795	3,51,65,876	6,15,78,078	5,45,55,775	5,64,47,557
Madras	10,66,14,564	9,98,33,978	11,06,18,609	11,58,29,671	12,44,27,219	12,76,96,456
British Burmah	9,57,34,126	10,02,92,132	9,16,98,748	7,21,80,774	9,79,41,462	10,54,02,773
Total...	95,88,52,784	1,03,55,49,077	1,01,93,08,792	1,02,02,41,767	1,03,77,27,941	1,09,55,33,060
Total Fgn. & Indian Merchandise exported.						
Bengal	37,25,92,766	39,94,10,014	41,61,49,790	41,97,06,222	46,01,19,441	46,57,51,866
Bombay	37,83,96,742	40,63,63,674	40,44,44,614	38,73,96,100	34,37,60,534	37,95,03,625
Sindh	4,70,72,578	7,34,25,350	4,12,95,507	6,83,08,892	6,14,03,206	6,36,83,033
Madras	10,71,43,620	10,03,79,761	11,12,54,191	11,66,94,705	12,48,44,291	12,81,23,527
British Burmah	9,60,28,610	10,08,25,259	9,20,07,827	7,24,84,828	9,81,75,837	10,56,81,306
Total...	1,00,12,34,316	1,08,04,04,058	1,06,51,51,929	1,06,45,90,747	1,08,83,03,309	1,14,27,43,357
Ditto Government Stores	9,16,259	13,75,815	5,94,786	5,57,793	9,87,792	7,15,984
Total Merchandise...	1,00,21,50,575	1,08,17,79,873	1,06,57,46,715	1,06,51,48,540	1,08,92,91,101	1,14,34,59,341
Treasure, Private.						
Bengal	16,89,620	27,78,038	57,06,428	29,27,088	84,80,649	20,28,130
Bombay	1,68,30,711	2,67,14,222	6,12,95,658	3,52,68,431	7,13,68,611	3,54,94,841
Sindh	2,46,391	4,02,850	5,59,522	2,87,112	3,95,057	5,69,300
Madras	18,57,743	14,68,748	13,78,334	10,58,740	13,09,350	42,29,734
British Burmah	94,600	68,000	3,50,000	7,06,000	26,500	1,000
Total...	2,07,19,065	3,14,31,858	6,92,89,942	4,02,47,371	8,15,80,167	4,23,23,005
Ditto Government	5,12,720	14,35,000	2,99,295	7,54,550	6,80,550	2,75,100
Total Treasure...	2,12,31,785	3,28,66,858	6,95,89,237	4,10,01,921	8,22,60,717	4,25,98,105
Grand Total of Exports...	1,02,33,82,360	1,11,46,46,731	1,13,53,35,952	1,10,61,50,461	1,17,15,51,818	1,18,60,57,446

FOREIGN TRADE OF THE PORT OF BOMBAY.—IMPORTS.

Quantities and Value of the Principal Articles imported in the Official Years 1893-94 *to* 1895-96.

ARTICLES.		Quantities.			Value.		
		1893-94.	1894-95.	1895-96.	1893-94.	1894-95.	1895-96.
					Rs.	Rs.	Rs.
Animals—Living	No.	6,097	5,307	6,326	20,12,193	16,79,896	20,95,745
Apparel, &c. (Excluding Boots and Shoes)	value.	.....	.....	.....	58,37,259	54,22,105	62,57,071
Arms, Ammunition, &c. (Excluding Dynamite)	„	.....	.....	.....	4,96,197	5,14,615	5,26,158
Articles imported by Post	„	.....	.....	.....	31,46,631	30,48,067	31,57,057
Building and Engineering Materials ...	„	.....	.....	.....	5,44,123	4,93,532	4,99,236
Cabinetware and Furniture	„	.....	.....	.....	5,98,204	4,54,140	6,22,107
Candles	lbs.	974,396	972,763	1,444,398	3,54,060	3,60,737	4,97,117
Clocks and Watches	No.	128,063	77,685	110,563	9,94,712	6,48,341	9,09,474
Coal, Coke, and Patent Fuel	tons.	419,169	640,728	552,505	71,52,566	1,11,90,193	1,01,36,111
Cotton—Raw	cwts.	93,835	77,386	115,416	22,19,151	20,39,073	22,30,999
Cotton—Twist and Yarn	lbs.	10,694,449	10,436,715	10,497,170	72,25,674	64,30,061	68,01,691
Do. Piece Goods	yards.	635,053,559	703,983,034	455,035,920	8,63,22,936	9,15,07,690	6,11,99,178
Do. Shawls & Handkerchief ...	No.	13,063,782	9,520,520	11,362,619			
Do. Hosiery, Thread, Net, Canvas &c.		.....	.....	.....	20,75,264	16,25,484	17,80,756
Chemical Products and Preparations ...	value.	.....	.....	.....	13,81,751	16,82,360	18,26,761
Dynamite and other Explosives	cwts.	1,161	1,093	.....	1,59,403	1,60,747	.....
Drugs, Medicines & Narcotics (Excluding Tobacco)	value.	.....	.....	.....	23,76,244	24,10,191	25,32,721
Dyeing and Colouring Materials—Aniline and Alizarine Dyes	lbs.	5,365,362	5,143,999	6,817,145	44,29,064	47,98,801	60,75,770
„ Other Sorts	cwts.	19,798	11,683	12,131	12,19,602	11,87,472	10,54,979
Earthenware and Porcelain	value.	.....	.....	.....	8,74,227	8,30,103	8,76,886
Fireworks	„	.....	.....	.....	5,38,257	4,59,612	3,72,850
Glass and Glassware	„	.....	.....	.....	41,10,490	34,06,788	39,85,088
Gums & Resins (Excluding Cutch & Gambier)	cwts.	81,376	65,502	65,711	10,59,648	8,74,176	9,03,260
Hardware and Cutlery	value.	.....	.....	.....	57,69,245	58,81,973	59,52,951
Hides and Skins	cwt.	17,672	17,748	14,350	8,93,508	8,00,887	7,68,530
Instruments and Apparatus	value.	.....	.....	.....	12,71,746	12,62,853	15,77,043
Ivory, Unmanufactured	lbs.	450,255	415,626	445,847	27,82,638	25,62,532	30,52,243
Do. Manufactured	value.	.....	.....	.....	2,51,294	2,56,763	3,62,398
Jewellery, Precious Stones, Pearls, &c. ..	„	.....	.....	.....	24,90,119	63,95,133	64,03,328
Leather, Unwrought, Saddlery, &c. ...	„	.....	.....	.....	11,78,161	10,28,348	14,27,908
Do. (Boots & Shoes)	Pairs.	137,213	139,082	167,037	5,21,983	5,62,508	6,63,777
Liquors—Ale, Beer, and Porter	gallons.	721,991	629,753	884,187	8,85,214	8,39,709	11,26,569
Do. Spirits	„	316,591	325,582	330,116	21,44,996	23,51,797	25,48,473
Do. Wines and Liqueurs	„	150,977	104,421	154,323	10,84,377	11,10,884	13,56,980

Liquors—Other sorts	»	540	659	875	1,609	2,406	3,014
Machinery and Millwork	value.	.....	.....	.....	1,06,04,069	1,12,21,117	1,16,82,952
Matches, Lucifer and other	»	.....	.....	.....	13,08,584	14,13,391	12,37,773
Metals—Brass	cwts.	5,842	4,271	4,951	3,00,958	2,49,220	2,79,887
Do. Copper	»	165,272	103,463	154,671	74,04,059	50,11,065	75,27,437
Do. Mixed or Yellow Metal ...	»	137,478	123,991	146,500	50,58,007	47,61,596	56,66,273
Do. Iron	»	1,183,457	1,125,230	1,253,820	75,75,550	71,65,068	85,29,828
Do. Lead	»	18,613	15,332	20,504	2,01,572	1,73,409	2,51,750
Do. Quicksilver	lbs.	137,963	61,997	187,426	1,92,419	96,371	3,21,556
Do. Steel	cwts.	312,312	363,816	592,459	20,46,432	23,06,313	35,60,368
Do. Tin	»	14,932	14,456	15,573	10,74,410	9,78,932	9,57,825
Do. Zinc or Spelter	»	37,141	33,358	30,276	5,37,197	4,76,169	4,27,882
Do. Other sorts	»	3,824	2,130	4,212	3,60,551	2,89,236	5,26,031
Oil—Kerosine	gallons.	24,189,113	17,928,589	12,577,631	1,04,42,524	82,70,737	78,03,140
Do. other sorts	»	1,031,979	949,174	968,184			
Paints and Colours (excluding Painters' Materials)	cwts.	74,158	94,996	101,287	10,96,262	10,42,473	13,18,939
Paper and Pasteboard	value.	.....	.....	.....	28,46,793	20,47,221	24,52,929
Perfumery, other than Musk	»	.....	.....	.....	2,13,587	1,56,840	1,82,586
Provisions	»	.....	.....	.....	71,93,253	64,50,747	74,29,531
Railway Plant and Rolling Stock ...	»	.....	.....	.....	59,30,914	66,88,210	77,60,350
Silk—Raw	lbs.	2,593,948	2,337,855	2,632,839	1,13,85,910	95,69,676	1,01,16,133
Do. PieceGoods (including silk mixed with other materials)	yards.	10,570,714	9,431,484	11,470,878	1,05,57,540	84,30,341	95,42,529
Spices	lbs.	13,218,640	13,050,507	13,641,835	24,88,928	19,03,627	21,17,317
Sugar, refined	cwts.	1,379,242	1,448,744	1,513,837	1,89,32,497	1,78,05,606	1,84,34,024
Tea	lbs.	7,331,238	5,851,517	7,008,793	55,72,270	40,81,057	47,66,544
Tobacco, Cigars, &c.	»	419,701	344,478	500,503	4,91,963	4,94,264	6,53,950
Umbrellas	No.	1,474,477	1,199,885	1,195,699	14,51,587	12,02,144	11,55,107
Wool—Raw	lbs.	3,280,760	3,215,554	3,632,866	10,46,578	9,21,185	10,95,378
Woollen Piece Goods	yards.	8,336,469	6,121,608	6,640,889	78,02,677	56,30,234	60,79,098
All other Articles	value.	.....	.....	.....	1,41,03,698	1,48,38,069	1,68,04,760
	Total Value...	.....	.....	.....	29,26,24,135	28,78,67,245	27,86,67,112
Treasure—Gold	Tolas...	1,020,540	552,053	1,672,634	2,52,71,866	1,53,10,276	4,52,83,009
Do. Silver...	» ...	138,355,656	71,695,664	76,408,408	13,18,14,114	6,44,54,227	6,99,42,630
	Total Treasure...	139,376,196	72,247,717	78,081,042	15,70,85,980	7,97,64,503	11,52,25,639
	Grand Total Rs ...	.....	.....	.....	44,97,10,115	36,76,31,748	39,38,92,751

FOREIGN TRADE OF THE PORT OF BOMBAY.—EXPORTS.

Quantities and Value of the Principal Articles exported in the Official Years 1893-94 *to* 1895-96.

ARTICLES.	Quantities.			Value.		
	1893-94.	1894-95.	1895-96.	1893-94.	1894-95.	1895-96.
INDIAN PRODUCE AND MANUFACTURES.				Rs.	Rs.	Rs.
Coffee ... ... cwts.	13,345	12,150	10,412	8,47,348	8,35,602	7,50,812
Coir, unmanufactured & manufactured (Excluding Ropes) ... ... "	32,346	39,692	45,289	2,61,760	3,26,098	3,77,754
Cotton—Raw ... ... "	3,716,852	2,321,207	3,829,786	10,44,70,974	5,91,37,148	10,47,82,132
Do. Twist and Yarn ... ... lbs.	125,467,827	147,032,962	172,371,759	4,65,05,412	5,25,79,006	6,29,60,602
Do. Piece Goods ... ... yards.	53,984,920	67,767,353	69,700,464	69,72,929	88,87,461	95,37,648
Do. Shawls and Handkerchiefs... No.	226,408	288,588	609,602			
Do. Hosiery, Thread, Net, Canvas, &c. value	.....	.....	.....	3,96,697	3,12,099	3,69,027
Dyeing and Colouring Materials (including Cutch, Gambier & Lac)—						
Indigo ... ... cwts.	9,823	7,453	7,330	25,20,727	17,92,285	15,97,366
Myrabollams ... ... "	697,775	956,846	864,947	36,80,055	42,54,890	36,85,525
Other Sorts ... ... "	30,672	51,101	45,036	3,90,642	5,18,087	3,60,461
Grain and Pulse—						
Rice not in the Husk ... ... "	510,672	1,232,675	887,125	27,28,456	61,70,997	46,27,704
Wheat ... ... "	4,700,180	1,045,735	2,797,842	2,12,92,459	42,79,697	1,15,59,492
Other Sorts ... ... "	757,485	1,004,507	1,154,775	26,60,803	34,26,159	39,31,967
Hides and Skins—						
Hides ... ... No.	103,083	199,278	338,161	4,99,366	10,29,408	16,53,081
Skins ... ... "	4,028,289	3,689,057	3,916,868	56,75,341	51,60,792	52,95,099
Oils ... ... gals.	226,609	353,000	279,550	7,07,546	8,29,830	7,77,932
Opium ... ...chests.	27,246	29,057½	24,471	3,17,88,221	3,76,77,850	3,41,29,348
Provisions ... ... value.	.....	.....	.....	56,76,611	52,62,545	53,87,264
Seeds—						
Linseed ... ... cwts.	4,769,079	4,541,346	2,704,573	3,54,43,998	3,46,31,037	1,98,65,076
Rape ... ... "	4,352,593	3,071,637	1,732,572	2,90,08,167	1,86,45,795	1,10,13,395
Gingelly ... ... "	1,237,541	1,259,088	1,599,973	98,00,810	1,01,06,551	1,26,82,598
Poppy ... ... "	486,694	371,322	513,385	35,48,766	31,15,273	44,89,146
Castor ... ... "	870,645	770,174	923,391	48,68,459	37,18,309	45,66,351
Groundnuts ... ... "	1,098,419	1,598,387	796,968	68,65,625	95,63,639	55,47,148
Other Sorts ... ... "	597,941	597,589	321,172	30,80,896	32,00,265	18,55,677

Spices ... ... lbs.	8,197,893	7,430,627	7,629,539	17,74,112	17,34,319	17,01,848
Sugar—Refined ... ... cwts.	10,968	11,700	12,004	192,636	1,88,739	1,96,794
Do. unrefined (Molasses, Goor, &c.)... ,,	14,237	21,057	30,330	1,21,372	1,71,497	2,32,405
Tea ... ... lbs.	24,33,624	2,828,746	3,940,295	17,22,885	21,38,805	27,25,276
Tobacco, Cigars, &c. ... ... ,,	4,178,117	6,278,984	7,480,911	5,24,299	7,98,436	9,19,590
Wool—Raw ... ... ,,	13,957,540	17,431,400	16,968,012	66,26,870	83,01,291	79,93,608
Woollen Shawls ... ... No.	4,905	4,240	4,183	2,71,292	2,42,385	1,83,414
All other Articles ... ... value.	.....	.....	.....	1,16,46,590	1,33,02,031	1,58,54,089
Total Value Rs.	.....	.....	.....	35,25,71,524	30,23,38,326	34,16,00,629
FOREIGN MERCHANDISE.						
Cotton—Twist and Yarn ... ... lbs.	869,300	1,656,291	932,891	5,83,447	10,46,930	5,96,288
Do. Piece Goods ... ... yards.	77,785,048	100,674,490	86,778,210	1,52,37,511	1,99,67,866	1,68,96,136
Do. Shawls and Handkerchiefs ... No.	1,358,778	1,627,790	1,544,258			
Do. Hosiery, Thread, Net, Canvas, &c. value	.....	.....	.....	2,46,973	2,44,437	2,94,110
Gums and Resins (excluding Cutch and Gambier) ... ... cwts.	38,941	47,485	45,611	7,01,449	8,23,619	7,53,121
Ivory, unmanufactured ... ... lbs.	181,295	192,965	173,499	11,12,610	10,17,895	9,63,448
Provisions ... ... value	.....	.....	.....	10,99,120	12,41,037	11,78,380
Silk—Raw... ... ... lbs.	111,667	88,996	52,143	3,42,129	2,41,189	1,80,663
Do. Piece Goods (including silk mixed with other materials) ... ... yards.	835,548	1,151,106	1,252,298	6,91,195	8,75,830	8,78,726
Sugar—Refined ... ... cwts.	208,652	207,032	169,921	29,74,667	26,22,808	20,83,902
Tea ... ... lbs.	3,574,202	4,336,748	4,366,963	34,30,881	43,27,181	36,08,616
Wool—Raw ... ... ,,	1,887,984	1,068,602	2,978,824	8,32,230	4,64,482	13,23,210
Do. Piece Goods... ... ... yards.	423,110	421,065	465,613	4,63,104	4,08,535	4,38,133
All other Articles ... ... value.	.....	.....	.....	70,79,960	80,99,702	85,34,787
Total Value Rs.	.....	.....	.....	3,47,95,276	4,13,81,511	3,77,29,520
Grand Total Rs....	.....	.....	.....	38,73,66,800	34,37,19,837	37,93,30,149
Treasure—Gold ... ... Tolas...	970,862	2,297,033	780,132	2,40,77,100	6,26,43,314	2,02,10,347
Do. Silver ... ... ,, ...	11,229,627	8,695,928	16,557,626	1,11,82,031	87,25,297	1,52,84,494
Total Treasure...	12,200,489	10,992,961	17,337,758	3,52,59,131	7,13,68,611	3,54,94,841
Grand Total Rs...	.....	.....	.....	42,26,25,931	41,50,88,448	41,48,24,990

FOREIGN TRADE OF BRITISH INDIA.—IMPORTS.

Quantities and Value of the Principal Articles imported in the years ending 31st December 1894, 1895, and 1896.

ARTICLES.		Quantities.			Value.		
		1894.	1895.	1896.	1894.	1895.	1896.
					Rs.	Rs.	Rs.
Animals—Living	No.	9,258	11,084	9,571	25,76,061	30,77,683	38,28,988
Apparel (including Millinery, &c.) ...	value.	.....	.....	.....	1,30,87,435	1,42,86,293	1,46,97,230
Arms, Ammunition, &c.	„	.....	.....	.....	26,48,905	27,00,371	26,64,641
Books and Printed Matters	cwts.	13,619	12,279	13,825	23,90,837	23,86,139	24,36,658
Building and Engineering Materials ...	value.	.....	.....	.....	15,78,862	19,44,831	18,80,243
Coffee	cwts.	17,563	10,858	10,026	10,76,770	6,53,656	6,11,646
Coal, Coke and Patent Fuel	tons.	731,785	789,133	617,647	1,32,17,791	1,43,50,133	1,18,06,841
Cotton—Raw	cwts.	73,447	108,572	80,757	17,74,235	21,86,058	17,63,937
„ Twist and Yarn	lbs.	40,792,209	47,794,596	52,389,669	2,90,11,271	3,04,85,746	3,50,40,068
„ Piece Goods...	yards.	2,366,278,619	1,811,224,458	1,999,262,822	31,44,03,160	22,82,09,025	26,11,28,355
„ Shawls, Hosiery, Thread, &c....	value.	.....	.....	.....	68,01,613	62,76,565	68,29,799
Corals, Real	lbs.	261,689	280,614	276,660	13,27,021	11,50,655	8,86,181
Chemicals	value.	.....	.....	.....	38,23,885	43,58,182	41,87,275
Clocks and Watches...	No.	131,446	150,210	177,363	10,87,520	12,39,277	14,10,558
Candles	lbs.	3,575,478	4,719,071	3,860,835	13,74,790	17,93,886	12,33,084
Drugs, Medicines and Narcotics ...	value.	.....	.....	.....	71,53,151	82,32,410	81,99 359
Dyeing and Tanning materials (Alizarine and Aniline dyes)	lbs.	5,789,643	7,435,418	7,403,423	52,23,310	67,93,095	65,68,940
„ other sorts	cwts.	37,707	33,962	37,396	15,20,400	15,72,739	15,09,266
Earthenware and Porcelain	value.	.....	....	....	20,12,565	22,28,026	22,65,414
Flax, manufactured and unmanufactured...	„	.....	.....	.....	14,12,886	17,00,680	15,55,580
Fruits and Vegetables	„	.....	.....	.....	7,05,844	9,95,375	10,94,090
Gums and Resins	cwts.	117,103	114,338	122,645	12,20,572	12,75,180	13,11,061
Glass	value.	.....	.....	.....	64,38,009	69,57,914	78,84,453
Hides and Skins, dressed and undressed—							
Hides	cwts.	3,496	4,395	6,641	1,72,824	2 50,438	2,68,029
Skins	„	27,490	21,445	24,266	12,34,837	12,15,500	13,91,215
Ivory, unmanufactured	lbs.	444,731	442,717	365,871	27,16,228	30,59,976	23,67,238
Instruments and Apparatus	value.	.....	.....	.....	25,07,447	1,61,248	34,06,633

Jewellery, Precious Stones, Pearls, &c...	value.	.....	.....	.....	63,51,638	78,09,356	65,90,431
Liquors—Ale, Beer and Porter ...	gallons	2,619,793	2,848,767	2,995,935	40,43,608	44,68,351	47,78,124
„ Spirits	„	1,066,633	1,175,392	1,187,691	68,99,318	78,21,054	80,91,149
„ Wines, Liqueurs, &c. ...	„	370,389	401,185	399,467	33,78,979	39,27,585	39,15,311
Leather, unmanufactured and manufactured (excluding Boots and Shoes)	value.	.....	.....	.....	17,40,745	21,71,435	22,51,470
„ Boots and Shoes	pairs.	354,496	319,423	393,010	13,75,957	12,22,022	14,40,925
Metals (excluding Hardware & Cutlery).	tons.	240,509	301,639	320,835	5,08,50,345	6,18,56,704	6,42,31,130
„ Hardware and Cutlery ...	value.	.....	.....	.....	1,26,43,033	1,37,95,925	1,50,18,312
Machinery and Millwork	„	.....	.....	.....	2,32,10,664	2,85,99,810	3,78,59,596
Matches, Lucifer and other	„	.....	.....	.....	32,96,672	35,30,116	33,12,334
Oil, Kerosine	gallons	62,849,221	69,284,544	62,382,418	2,35,28,634	2,94,64,791	2,79,39,766
Oils, other kinds	„	3,887,213	3,996,847	5,788,088	31,40,859	31,71,964	52,15,192
Provisions	value.	.....	.....	.....	1,57,47,406	1,78,22,347	1,62,05,817
Paints and Colours	cwts.	161,924	177,880	213,106	22,10,617	26,04,847	28,86,011
Painters' Materials	value.	.....	.....	.....	7,08,755	9,33,691	7,94,076
Paper and Pasteboard	„	.....	.....	.....	38,15,147	38,00,530	42,03,354
Perfumery	„	.....	.....	.....	2,29,399	2,31,335	2,25,530
Railway Plant and Rolling Stock ...	„	.....	.....	.....	1,66,49,857	1,52,22,112	1,96,19,828
Salt	tons.	527,709	429,224	304,154	89,30,329	71,33,995	56,70,278
Silk, Raw	lbs.	2,475,953	2,944,232	2,555,266	1,05,82,264	1,19,26,547	99,23,228
„ Piece Goods (including goods mixed with other materials)	yards.	15,301,193	16,536,577	17,915,534	1,39,71,668	1,41,84,730	1,46,58,410
Soap	cwts.	51,979	59,674	59,115	10,73,560	12,59,232	12,49,027
Spices	lbs.	88,625,640	70,984,015	79,718,035	87,23,875	63,86,175	66,32,982
Stationery (excluding Paper). ...	value.	.....	.....	.....	27,58,861	32,89,724	34,68,950
Sugar and Sugarcandy, Refined ...	cwts.	2,109,706	2,752,305	2,557,909	2,66,13,414	3,34,39,967	3,03,78,996
„ Unrefined (Molasses, Goor, &c.)...	„	153,095	213,623	190,952	3,10,832	4,34,201	4,22,893
Tea	lbs.	6,812,193	6,152,256	8,775,726	46,54,987	41,01,255	57,34,980
Toys and Requisites for Games ...	value.	.....	.....	.....	16,41,354	18,56,136	19,57,027
Umbrellas	No.	4,359,238	40,84,083	3,886,125	38,58,461	34,38,568	32,13,067
Wood, Timber	tons.	34,523	42,609	36,123	17,75,555	24,41,734	21,76,094
„ other Sorts, including wooden-ware	value.	.....	.....	.....	5,67,657	6,66,523	7,23,500
Wool, Raw...	lbs.	5,178,754	5,266,199	4,521,746	14,32,291	15,38,326	12,52,783
„ Piece Goods	yards.	13,251,203	10,887,914	14,313,656	1,21,67,073	98,65,368	1,21,70,538
„ Shawls, Braids, &c.	value.	.....	.....	.....	45,74,453	39,72,276	49,53,460
All other Articles	„	.....	.....	.....	1,77,82,245	2,02,48,173	2,45,68,333
Total Value Rs....		.....	.....	.....	72,97,38,747	68,71,78,016	74,19,59,684

FOREIGN TRADE OF BRITISH INDIA.—EXPORTS.

Quantities and value of the Principal Articles Exported in the years ending 31st December 1894, 1895, and 1896.

ARTICLES.	Quantities.			Value.		
	1894.	1895.	1896.	1894.	1895.	1896.
				Rs.	Rs.	Rs.
INDIAN PRODUCE AND MANUFACTURES.						
Coffee ... ... cwts.	290,669	279,224	287,668	2,11,05,743	2,19,67,406	2,16,51,157
Cotton—Raw ... ... „	4,485,950	4,081,702	5,215,808	11,86,29,469	10,51,79,705	13,80,38,155
„ Twist and Yarn ... ... lbs.	162,245,350	171,630,118	214,553,062	5,81,68,723	6,18,81,539	7,90,09,566
„ Piece Goods ... ... yards.	86,118,625	90,827,308	81,112,442	1,35,98,126	1,46,30,418	1,32,85,306
„ Shawls, Hosiery, &c. ... value.	.....	.....	.....	11,58,219	9,75,502	12,85,418
Coir, Unmanufactured ... ... cwts.	28,226	43,610	37,419	1,84,335	3,28,838	2,59,733
„ Manufactured (excluding Cordage). „	235,577	317,018	282,148	21,81,882	30,23,608	26,52,657
Dyeing and Colouring Materials—						
Indigo ... ... „	134,321	189,053	162,613	3,95,12,245	5,49,09,076	4,38,34,242
Myrabollams ... ... „	1,260,666	960,863	925,182	54,90,249	39,25,651	38,27,094
Cutch and Gambier ... ... „	175,054	156,078	155,343	32,73,850	31,53,636	31,88,046
Other sorts ... ... „	144,857	179,656	79,669	11,62,715	9,48,732	4,52,549
Grain and Pulse—						
Rice in the Husk ... ... „	597,676	620,834	489,871	11,53,377	12,26,817	10,30,759
„ not in the Husk ... ... „	29,823,093	32,998,001	30,016,513	12,17,19,970	13,21,16,855	11,94,09,462
Wheat ... ... „	7,656,674	10,795,045	2,540,170	2,85,48,955	4,19,21,777	1,09,15,769
Other Sorts ... ... „	2,018,635	2,707,464	1,957,371	65,96,838	88,86,143	71,61,862
Hides and Skins—						
Hides ... ... „	621,040	847,481	710,233	2,51,63,634	3,49,71,296	3,25,88,512
Skins ... ... „	310,011	327,250	251,461	3,81,54,793	4,32,03,211	3,56,11,099
Jute—Raw... ... ... „	10,909,568	13,479,490	11,899,162	9,61,76,066	10,80,72,953	10,77,39,646
„ Gunny Bags ... ... No.	136,961,882	172,434,415	141,641,782	3,08,31,046	3,57,84,180	3,35,96,035
„ Cloth ... ... yds.	85,917,210	115,235,502	151,500,039	82,19,485	1,12,45,860	1,46,94,716
„ Other Sorts ... ... cwts.	8,942	74,543	.....	1,11,051	9,54,885	5,39,864
Lac—Shell, Button, Stick, &c. ... „	154,676	179,124	203,985	1,28,17,809	1,72,22,610	1,49,55,593
Opium ... ...chests.	72,720	60,722	59,684	9,09,83,731	8,50,62,988	7,98,15,484
Oils ... ... { gallons	5,335,043	5,543,539	4,481,729	} 70,16,026	78,76,392	66,85,396
{ cwts.	68,700	81,196	96,230			
Provisions.... ... ... value.	.....	.....	.....	86,85,367	86,18,662	1,02,67,821
Spices ... ... lbs.	30,018,312	28,458,096	29,598,934	54,10,422	47,20,877	45,85,824
Saltpetre..... ... ... cwts.	373,865	342,100	520,640	41,91,768	43,68,797	59,45,705

Seeds—						
Linseed	„	10,167,964	5,356,260	6,354,415	7,54,92,545	4,01,55,425	4,24,68,591
Rape	„	5,267,928	2,477,364	1,943,236	3,17,47,529	1,53,46,945	1,32,27,850
Gingelly	„	2,315,660	2,455,968	2,099,810	1,84,97,782	2,01,62,301	1,73,10,042
Poppy	„	642,550	699,807	865,732	49,63,548	61,22,564	68,91,804
Castor	„	1,269,444	1,043,106	1,191,497	61,21,439	49,46,247	73,30,163
Groundnuts	„	2,447,539	1,388,926	907,643	1,41,83,459	86,04,648	61,83,491
Other Sorts	„	845,291	480,868	305,483	44,57,560	27,34,150	22,67,883
Silk, Raw	lbs.	1,337,172	1,773,747	1,506,006	48,48,556	61,51,848	52,29,210
„ Piece Goods (including Silk mixed with other Materials)	yds.	1,735,097	1,948,739	1,677,959	17,83,309	18,40,340	16,35,402
Sugar and Sugarcandy, Refined ...	cwts.	58,235	41,592	71,244	7,69,685	5,73,956	7,51,841
„ Unrefined (Molasses, Goor, &c.)...	„	1,247,401	859,646	1,341,232	62,71,550	40,93,973	76,31,528
Tea	lbs.	129,946,377	136,911,337	145,414,934	7,47,91,744	7,70,36,511	7,97,76,347
Tobacco, Cigars, &c.	„	10,944,586	9,576,154	12,770,691	16,93,909	17,32,597	19,68,211
Wood, Teak	tons.	56,233	62,905	57,082	56,41,626	66,29,052	58,99,209
„ Other sorts (including woodenware)	value.	.....	.....	.....	12,36,256	12,09,614	12,16,230
Wool, Raw	lbs.	30,593,567	31,461,840	29,383,361	1,35,98,052	1,38,85,581	1,28,74,593
„ Manufactures of	value.	.....	.....	.....	15,02,855	17,29,504	19,66,676
All other Articles	„	.....	.....	.....	2,99,79,138	3,41,03,519	3,41,46,312
Total Value Rs...		.....	.....	.....	1,04,78,26,430	1,06,42,36,689	1,04,18,02,853
FOREIGN MERCHANDISE.							
Cotton—Twist and Yarn	lbs.	1,692,037	1,132,261	1,380,256	10,84,433	7,04,099	9,02,755
„ Piece Goods	yds.	101,549,771	98,865,975	79,833,208	1,93,84,589	1,88,05,327	1,50,63,015
„ Shawls, Thread, &c. ...	value	.....	.....	.....	6,14,577	6,12,882	6,26,816
Ivory, Unmanufactured	lbs.	216,016	167,295	174,346	12,20,173	9,13,895	10,00,468
Metals	cwts.	208,107	241,004	359,741	12,29,113	15,43,781	20,72,383
Silk, Raw	lbs.	91,959	67,684	98,938	2,56,927	2,00,872	2,78,839
„ Piece Goods	yards.	1,077,730	1,208,301	1,391,869	8,60,018	8,66,567	9,51,361
Spices	lbs.	1,353,163	2,296,289	1,534,869	2,97,789	4,62,344	2,72,075
Sugar and Sugarcandy, Refined ...	cwts.	201,055	186,820	189,985	25,72,843	23,01,257	23,32,138
Tea	lbs.	4,663,138	3,503,238	5,758,816	45,77,436	30,44,556	46,72,909
Wool, Raw	„	14,309,466	13,480,962	15,008,681	68,05,107	64,40,172	70,58,155
All other Articles	value.	.....	.....	.....	1,07,46,738	1,05,53,324	1,08,83,243
Total Value Rs....		.....	.....	.....	4,96,49,743	4,64,49,076	4,61,14,157
Grand Total Rs....		.....	.....	.....	1 09,74,76,173	1,11,06,85,765	1,08,79,17,010

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—IMPORTS.

Quantities and Value of the Principal Articles Imported in the years ending 31st December 1894, 1895, and 1896.

ARTICLES.		Quantities.			Value.		
		1894.	1895.	1896.	1894.	1895.	1896.
					Rs.	Rs.	Rs.
Apparel (including Haberdashery, Millinery, &c.)	value.	.....	.....	.....	55,08,139	59,31,381	64,28,095
Arms, Ammunition, &c.	„	.....	.....	.....	5,17,980	5,65,597	5,16,197
Building and Engineering Materials...	„	.....	.....	.....	5,28,961	4,10,605	5,97,031
Cabinetware and Furniture ...	„	.....	.....	.....	4,70,232	6,05,382	5,38,588
Candles	lbs.	990,821	1,292,614	1,185,229	3,62,327	4,59,315	3,64,931
Clocks and Watches	No.	82,925	98,444	125,268	6,95,499	8,15,258	9,97,878
Coal, Coke and Patent Fuel ...	Tons.	579,145	594,292	479,229	1,01,64,435	1,06,10,105	92,35,844
Cotton—Twist and Yarn	lbs.	10,473,996	10,629,212	11,592,951	67,27,031	65,08,872	77,68,703
„ Piece Goods	Yards.	726,184,773	513,015,813	534,378,886	9,73,25,680	6,37,69,037	73,102,930
„ Shawls and Handkerchiefs ...	No.	9,391,957	12,670,397	9,400,791	8,59,018	12,21,638	8,82,411
„ Lace, Nets, Hosiery, &c. ...	value.	.....	.....	.....	19,28,979	17,17,115	20,16,402
Chemical Products and Preparations.	„	.....	.....	.....	16,33,978	17,48,073	17,28,372
Drugs and Medicines	„	.....	.....	.....	23,76,558	25,10,966	24,11,495
Dyeing and Coloring Materials—							
Aniline and Alizarine Dyes ...	lbs.	4,991,300	6,441,688	6,515,264	45,06,228	58,78,333	56,30,630
„ Other sorts	cwts.	10,344	10,043	12,836	10,45,589	10,78,717	10,04,218
Earthenware and Porcelain ...	value.	.....	.....	.....	8,25,340	8,73,736	8,90,495
Fireworks	„	.....	.....	.....	4,48,494	3,52,423	4,51,200
Glass	„	.....	.....	.....	35,16,111	36,90,678	42,67,918
Gums and Resins	cwts.	78,983	68,139	70,663	9,77,935	9,28,775	8,89,509

Hides and Skins—						
Hides... ... ... No.	7,621	5,217	11,613	72,779	57,589	40,210
Skins... ... ... „	846,956	665,391	796,369	7,62,901	7,16,654	7,86,337
Instruments and Apparatus ... value.	.....	.....	.....	11,73,305	15,10,812	16,40,648
Ivory, unmanufactured ... ... lbs.	436,926	439,754	362,551	26,47,246	30,32,622	23,35,602
Jewellery, Precious Stones, Pearls, &c. value.	.....	.....	.....	59,74,689	44,56,116	59,38,219
Leather (including Saddlery, &c.) ... „	.....	.....	.....	10,07,333	13,93,030	14,30,178
„ Boots and Shoes ... ... Pairs.	140,217	142,748	159,774	5,55,112	5,74,226	6,32,572
Liquors—Ale, Beer and Porter ...gallons	690,492	729,879	862,811	8,84,407	9,78,181	11,99,791
„ Spirits, Wines, &c... ... „	467,670	468,958	510,608	33,59,583	37,10,202	39,72,195
Machinery and Millwork ... ... value.	.....	.....	.....	1,03,83,953	1,13,30,702	1,29,50,266
Matches, Lucifer and other ... „	.....	.....	.....	11,05,701	13,18,516	11,86,526
Metals (excluding Hardware & Cutlery). Tons.	89,897	99,224	103,493	2,08,01,611	2,44,85,112	2,43,70,388
„ Hardware and Cutlery ... value.	.....	.....	.....	57,13,359	58,52,635	65,69,526
Oil (kerosine) ... ...gallons	18,087,584	16,352,881	18,191,657	69,10,362	78,85,771	94,48,279
„ other sorts ... ... „	853,186	1,002,170	1,371,271	9,97,222	11,02,044	15,25,457
Paints and Colors (excluding Painters' Materials) ... ... cwts.	80,407	94,247	114,442	10,34,848	11,82,788	13,54,185
Paper and Pasteboard ... ... value.	.....	.....	.....	22,36,328	22,13,870	25,75,530
Perfumery ... ... „	.....	.....	.....	1,69,496	1,79,953	1,72,602
Provisions ... ... „	.....	.....	.....	69,61,111	73,51,399	65,25,026
Railway Plant and Rolling Stock ... „	.....	.....	.....	65,17,961	78,73,692	1,02,57,600
Silk, Raw ... ... lbs.	2,300,849	2,618,751	2,201,456	96,49,894	1,01,34,656	79,80,164
„ Piece Goods (including silk mixed with other materials) ... yards	10,545,390	10,701,688	12,162,315	95,78,342	89,16,842	97,92,250
„ Goods other sorts ... ... value.	.....	.....	.....	4,36,803	10,12,244	16,57,131
Spices ... ... lbs.	14,797,292	11,551,025	13,496,628	22,13,537	17,27,440	20,56,248
Sugar, refined and unrefined ... cwts.	1,452,334	1,618,374	1,591,276	1,80,93,573	1,96,91,519	1,89,43,479
Tea ... ... lbs.	6,395,592	5,651,828	8,328,369	45,00,751	39,32,405	55,75,541
Tobacco, Cigars, &c. ... ... „	339,856	477,501	439,123	4,75,915	6,44,076	6,05,017
Umbrellas ... ... No.	1,232,365	1,274,242	1,500,927	12,28,181	12,53,800	14,30,356
Woollen Piece Goods ... ... yards.	6,558,317	6,458,167	7,334,383	61,02,080	59,30,252	62,55,907
„ Goods other sorts ... ... value.	.....	.....	.....	7,24,062	8,34,178	10,55,216
All other Articles... ... ... „	.....	.....	.....	2,08,31,162	2,61,27,093	2,27,55,031
Total value Rs....	.....	.....	.....	29,35,22,121	27,70,85,735	29,29,39,724

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—EXPORTS.

Quantities and Value of the Principal Articles Exported in the years ending 31st December 1894, 1895, *and* 1896.

ARTICLES.	Quantities.			Value.		
	1894.	1895.	1896.	1894.	1895	1896.
INDIAN PRODUCE AND MANUFACTURES.						
Coffee ... ... cwts.	11,327	10,856	9,125	Rs. 7,34,454	Rs. 8,02,634	Rs. 5,94,160
Coir, manufactured and unmanufactured (excluding Ropes) ... „	40,334	48,926	41,931	3,35,946	3,99,049	3,42,530
Cotton—Raw ... ... „	3,225,945	2,858,305	3,858,954	8,55,51,331	7,45,19,526	10,30,43,964
„ Twist and Yarn ... ... lbs.	150,871,059	161,063,477	196,596,897	5,41,45,436	5,81,24,276	7,25,75,457
„ Piece Goods ... ... yards.	67,928,952	69,507,483	60,462,142	87,68,665	90,46,798	81,02,719
„ *Shawls, Handkerchiefs, Hosiery,* &c. ... ... value.	.....	.....	.....	5,41,535	5,10,653	6,18,154
Dyeing and Coloring Materials—						
Myrabollams ... ... cwts.	1,074,113	803,761	838,126	50,25,562	35,19,788	36,07,883
Other sorts ... ... „	59,467	51,277	28,314	26,04,851	20,54,781	18,44,432
Grain and Pulse—						
Rice ... ... „	1,001,181	1,043,953	855,428	49,65,707	54,56,614	47,62,204
Wheat... ... ... „	1,517,823	2,633,943	1,493,005	60,93,065	1,09,30,756	64,72,104
Other sorts ... ... „	854,864	1,326,959	948,591	29,82,149	43,78,283	34,94,888
Hides and Skins—						
Hides ... ... No.	327,983	333,884	271,468	8,26,360	16,45,025	12,70,693
Skins ... ... „	3,876,206	3,577,444	4,216,452	54,76,419	48,99,375	59,25,546
Oils ... ...gallons	345,294	256,942	318,015	8,25,638	7,54,304	6,73,166
Opium ... ...chests.	31,219	24,119	22,119	3,94,78,809	3,33,35,813	3,02,74,828
Seeds—						
Linseed ... ... cwts.	5,297,672	2,614,646	3,215,880	3,98,62,819	1,97,87,825	2,21,49,616
Rape ... ... „	3,287,813	1,908,299	1,401,059	2,00,05,913	1,20,61,048	97,73,160

Gingelly	„	1,238,637	1,432,731	1,180,212	96,94,274	1,14,57,686	96,31,687
Poppy	„	411,553	483,091	559,053	33,88,880	42,43,396	45,00,327
Groundnuts	„	1,742,820	1,032,525	661,160	1,04,60,140	64,88,877	47,43,851
Other sorts	„	1,455,033	1,265,957	1,175,159	74,93,098	64,01,202	72,10,965
Spices	lbs.	8,956,233	7,157,411	8,338,345	18,99,662	15,76,750	16,92,254
Sugar, refined and unrefined ...	cwts.	33,245	44,187	31,187	3,73,670	4,48,385	3,45,097
Tea	lbs.	3,018,164	3,103,535	3,377,148	22,75,051	21,64,598	23,13,966
Tobacco, Cigars, &c.	„	6,017,344	6,866,152	7,670,681	7,60,617	8,43,610	9,68,237
Wool, Raw	„	16,860,032	18,490,374	14,988,429	81,36,499	87,68,638	70,17,508
Woollen Shawls	No.	4,217	3,664	3,212	2,60,834	1,79,656	1,58,799
All other articles	value.	.....	.....	.....	1,81,08,176	2,08,05,073	2,16,50,468
Total value Rs....		.....	.....	.....	34,10,80,560	30,56,04,419	33,57,58,663
FOREIGN MERCHANDISE.							
Cotton—Twist and Yarn	lbs.	1,581,909	926,906	1,274,148	10,08,704	5,83,491	8,34,945
„ Piece Goods	yds.	94,456,296	93,265,110	74,639,596	1,82,92,519	1,79,90,784	1,39,08,539
„ Shawls and Handkerchiefs ...	No.	1,640,156	2,733,769	1,425,373	3,63,271	3,20,554	2,69,425
„ Lace, Thread, &c.	value.	.....	.....	.....	2,42,856	2,83,348	3,43,998
Gums and Resins	cwts.	50,932	84,971	46,801	8,47,588	5,89,258	7,65,440
Ivory, unmanufactured	lbs.	216,016	166,295	174,346	12,20,173	9,13,895	10,00,468
Provisions	value.	.....	.....	.....	12,50,221	11,29,196	9,69,540
Silk, Raw	lbs.	85,093	61,933	90,680	2,41,404	1,93,792	2,58,405
„ Piece Goods (including silk mixed with other materials) ...	yards.	1,072,814	1,205,875	1,365,671	8,34,760	8,63,389	9,25,667
Sugar, refined	cwts.	194,216	180,343	174,566	24,79,091	22,22,773	21,56,943
Tea	lbs.	4,659,919	3,500,331	5,757,305	45,76,075	30,42,317	46,71,850
Wool, Raw	„	1,395,194	1,491,026	2,622,172	6,23,752	6,00,455	11,82,200
Woollen Piece Goods	yards.	438,162	419,709	451,817	4,28,392	3,97,243	4,58,252
„ Shawls, &c.	value.	.....	.....	.....	1,14,239	1,37,400	65,263
All other articles	„	.....	.....	.....	74,18,907	82,66,202	89,98,367
Total value Rs....		.....	.....	.....	3,99,41,952	3,75,34,097	3,68,09,302
Grand Total Rs....		.....	.....	.....	38,10,22,512	34,31,38,516	37,25,67,965

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which at Ports in British India, in each

EN

YEAR.	With Cargoes.						In	
	Sailing.		Steam.		Total.		Sailing.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1886-87 ...	2,371	733,683	1,379	2,065,503	3,750	2,799,186	1,167	438,299
1887-88 ...	2,579	778,568	1,389	2,160,852	3,968	2,939,420	1,144	324,374
1888-89 ...	2,354	625,375	1,351	2,157,769	3,705	2,783,144	1,219	317,873
1889-90 ...	2,416	619,901	1,355	2,200,273	3,771	2,820,174	1,194	385,225
1890-91 ...	2,091	510,976	1,570	2,480,276	3,661	2,991,252	1,352	324,452
1891-92 ...	2,153	455,262	1,617	2,561,855	3,770	3,017,117	1,281	374,124
1892-93 ...	2,238	442,105	1,585	2,544,440	3,823	2,986,545	1,209	468,111
1893-94 ...	2,025	453,067	1,623	2,610,037	3,648	3,063,104	1,034	263,242
1894-95 ...	1,966	401,363	1,819	2,911,794	3,785	3,313,157	1,143	309,932
1895-96 ...	2,021	362,029	1,835	2,949,232	3,856	3,311,261	999	260,689

CLEAR

1886-87 ...	3,153	1,205,159	1,568	2,331,240	4,721	3,536,399	671	54,198
887-88 ...	3,164	1,135,446	1,532	2,360,937	4,696	3,496,383	816	67,583
1888-89 ...	2,856	896,593	1,567	2,487,854	4,423	3,384 452	816	75,124
1889-90 ...	2,854	905,306	1,627	2,623,030	4,481	3,528,336	853	73,459
1890-91 ...	2,717	772,693	1,831	2,870,715	4,548	3,643,108	793	66,438
1891-92 ...	2,551	708,371	2,157	3,427,402	4,708	4,135,773	676	86,653
1892-93 ...	2,782	759,331	1,803	2,846,657	4,585	3,605,988	640	94,445
1893-94 ...	2,459	700,421	1,851	2,999,532	4,310	3,699,953	550	96,190
1894-95 ...	2,566	654,055	2,066	3,247,475	4,632	3,901,530	530	77,983
1895-96 ...	2,457	547,271	2,066	3,341,190	4,523	3,888,461	424	76,361

EIGN TRADE.

Entered and Cleared with cargoes and in Ballast, from and to Foreign Countries Official Year from 1886-87 *to* 1895-96.

TERED.

Ballast.				Total.				Grand Total.	
Steam.		Total.		Sailing.		Steam.			
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Sailing & Steam Vessels.	Tons.
223	277,187	1,390	715,486	3,538	1,171,982	1,602	2,342,690	5,140	3,514,672
196	250,420	1,340	574,794	3,723	1,102,942	1,585	2,411,272	5,308	3,5 4,214
257	349,162	1,476	667,035	3,573	943,248	1,608	2,506,931	5,181	3,450,179
317	452,782	1,511	838,007	3,610	1,005,126	1,672	2,653,055	5,282	3,658,181
477	547,137	1,829	871,589	3,443	835,428	2,047	3,027,413	5,490	3,862,841
635	917,134	1,916	1,291,258	3,434	829,386	2,252	3,478,989	5,686	4,308,375
352	447,540	1,561	915,651	3,447	910,216	1,937	2,991,980	5,384	3,902,196
348	471,565	1,382	734,807	3,059	716,309	1,971	3,081,602	5,030	3,797,911
381	533,297	1,524	843,229	3,109	711,295	2,200	3,445,091	5,309	4,156,386
371	556,089	1,370	816,778	3,020	622,718	2,206	3,505,321	5,226	4,128 039

ED.

52	66,924	723	121,122	3,824	1,259,357	1,620	2,398,164	5,444	3,657,521
73	111,285	889	178,868	3,980	1,203,029	1,605	2,472,222	5,585	3,675,251
65	73,577	881	148,701	3,672	971,722	1,632	2,561,431	5,304	3,533,153
57	55,610	910	129,069	3,707	978,765	1,684	2,678,640	5,391	3,657,405
192	112,267	985	178,705	3,510	839,131	2,023	2,982,982	5,533	3,822,113
88	59,850	764	146,503	3,227	795,024	2,245	3,487,252	5,472	4,282,276
114	88,662	754	184,107	3,422	854,776	1,917	2,935,319	5,339	3,790,095
105	71,832	655	168,022	3,009	796,611	1,956	3,071,364	4,965	3,867,975
106	119,923	636	197,906	3,096	732,038	2,172	3,367,398	5,268	4,099,436
124	133,739	548	210,100	2,881	623,632	2,190	3,474,929	5,071	4,098,561

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which Countries, at the Chief Port of the Bombay Presidency

EN

YEAR.	With Cargoes.						In	
	Sailing.		Steam.		Total.		Sailing.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1886-87 ...	409	127,677	568	955,188	977	1,082,865	12	5,183
1887-88 ...	413	130,611	600	1,016,413	1,013	1,147,024	3	304
1888-89 ...	374	80,491	622	1,064,432	996	1,144,923	9	1,048
1889-90 ...	371	61,460	555	992,629	926	1,054,089	24	2,420
1890-91 ...	324	46,232	624	1,107,698	948	1,153,930	3	279
1891-92 ..	408	54 344	612	1,079,550	1,020	1,133,894	2	341
1892-93 ...	374	56,916	604	1,083,797	978	1,140,713	12	2,351
1893-94 ...	329	59,156	581	1,068,414	910	1,127,570	15	2,426
1894-95 ...	312	46,417	632	1,245,430	944	1,291,847	9	1,559
1895-96 ...	284	36,351	625	1,230,343	909	1,266,694	14	1,801

CLEAR

1886-87 ...	403	82,824	578	969,696	981	1,052,529	7	3,152
1887-88 ...	412	69,423	541	922,107	953	991,530	11	8,003
1888-89 ...	324	52,404	565	975,050	889	1,027,454	6	936
1889-90 ...	361	42,045	502	902,387	863	944,432	12	2,627
1890-91 ..	331	36,034	504	889,002	835	925,036	5	720
1891-92 ...	340	39,698	665	1,179,357	1,005	1,219,055	5	1,395
1892-93 ...	350	41,441	578	1,045,132	928	1,086,573	6	348
1893-94 ...	279	35,375	536	1,021,924	815	1,057,299	1	68
1894-95 ..	327	44,900	452	897,510	779	942,410	2	107
1895-96 ..	314	36,686	464	936,500	778	973,186	2	333

EIGN TRADE.

Entered and Cleared with cargoes and in Ballast, from and to Foreign in each Official Year from 1886-87 *to* 1895-96.

TERED.

Ballast.				Total.				Grand Total.	
Steam.		Total.		Sailing.		Steam.			
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Sailing & Steam Vessels.	Tons.
40	57,522	52	62,705	421	132,860	608	1,012,710	1,029	1,145,570
30	40,763	33	41,067	416	130,915	630	1,057,176	1,046	1,188,091
19	26,323	28	27,371	383	81,539	641	1,090,755	1,024	1,172,294
20	30,024	44	32,444	395	63,880	575	1,022,653	970	1,086,533
19	29,748	22	30,027	327	46,511	643	1,137,446	970	1,183,957
145	245,489	147	245,830	410	54,685	757	1,325,039	1,167	1,379,724
59	105,273	71	107,624	386	59,267	663	1,189,070	1,049	1,248,337
54	101,688	69	104,114	344	61,582	635	1,170,102	979	1,231,684
32	55,874	41	57,433	321	47,976	664	1,301,304	985	1,349,280
31	54,145	45	55,946	298	38,152	656	1,284,488	954	1,322,640

ED.

33	55,045	40	58,197	410	85,976	611	1,024,741	1,021	1,110,717
48	89,248	59	97,251	423	77,426	589	1,011,355	1,012	1,088,781
29	51,967	35	52,903	330	53,340	594	1,027,017	924	1,080,357
21	30,570	33	33,197	373	44,672	523	932,957	896	977,629
25	39,606	30	40,326	336	36,754	529	928,608	865	965,362
21	35,471	26	36,866	345	41,093	686	1,214,828	1,031	1,255,921
20	34,381	26	34,729	356	41,789	598	1,079,513	954	1,121,302
19	31,074	20	31,142	280	35,443	555	1,052,998	835	1,088,441
35	58,962	37	59,069	329	45,007	487	956,472	816	1,001,479
35	59,734	37	60,067	316	37,019	499	996,234	815	1,033,253

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which Countries, at Ports in the Bombay

EN

MONTH.	WITH CARGOES.					
	Steamers.		Sailing Vessels.		Country Craft.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
January	52	100,464	42	4,508	19	1,668
February	61	114,838	20	2,907	15	1,291
March	66	132,180	28	2,406	16	1,229
April	64	136,694	9	2,494	27	2,277
May	57	113,716	4	751	3	306
June	52	110,590	1	1,013	1	50
July	40	74,968	...	...	...	...
August	40	78,330	1	449	...	...
September	46	91,482	1	517	14	1,365
October	46	87,630	18	2,541	51	3,683
November...	47	87,507	14	1,431	30	2,102
December	49	91,467	37	6,788	21	1,666
Total ...	620	1,219,866	175	25,805	197	15,637

CLEAR

January	41	76,976	27	2,963	52	5,056
February	36	71,248	36	3,983	18	1,854
March	42	85,059	23	3,331	9	1,046
April	53	111,862	21	2,539	5	397
May	57	124,660	7	934	10	866
June	34	68,236	1	517	...	...
July	34	63,777	...	...	...	...
August	33	60,516	...	...	...	...
September	33	66,898	1	517	4	553
October	35	65,620	1	27	2	161
November...	34	66,444	6	1,106	5	545
December	34	63,420	18	2,617	19	1,763
Total ...	466	924,716	141	18,534	124	12,241

EIGN TRADE.

Entered and Cleared with Cargoes and in Ballast, from and to Foreign Presidency during the year 1896.

TERED.

In Ballast.						Total.			
Steamers.		Sailing Vessels.		Country Craft.		With Cargoes.		In Ballast.	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1	2,248	6	720	...	...	113	106,640	7	2,968
1	1,755	1	183	1	105	96	119,036	3	2,043
6	12,225	...	...	...	...	110	135,815	6	12,225
3	2,857	...	...	...	...	100	141,465	3	2,857
1	2,481	...	...	...	...	64	114,773	1	2,481
3	5,059	...	...	...	...	54	111,653	3	5,059
1	905	...	...	...	...	40	74,968	1	905
1	760	...	...	...	...	41	78,779	1	760
...	...	...	...	...	...	61	93,364	...	...
1	905	...	...	...	...	115	93,854	1	905
...	...	...	...	...	...	91	91,040	...	...
1	905	1	183	...	...	107	99,921	2	1,088
19	30,100	8	1,086	1	105	992	1,261,308	28	31,201

ED.

3	5,168	...	...	...	...	120	84,995	3	5,168
4	5,300	1	161	...	...	90	77,085	5	5,461
4	5,933	...	...	...	...	74	89,436	4	5,933
9	17,201	...	...	...	...	79	114,798	9	17,201
1	2,607	1	1,669	...	...	74	126,460	2	4,276
5	11,375	...	...	...	...	35	68,753	5	11,375
3	6,350	...	...	...	...	34	63,777	3	6,350
4	7,911	...	...	...	...	33	60,516	4	7,911
6	15,271	...	...	...	...	38	67,968	6	15,271
7	13,616	...	...	1	21	38	65,808	8	13,637
6	11,976	...	...	...	...	45	68,095	6	11,976
3	6,388	...	...	...	...	71	67,800	3	6,388
55	109,096	2	1,830	1	21	731	955,491	58	110,947

STATEMENT showing the Exports by Sea of Bombay Manufactured Piece Goods and Yarns since 1878.

Years Ending 31st Dec.	Grey and White Piece Goods.			Coloured Piece Goods.		Total Piece-Goods.			Yarns.	
	Packages.	Yards.	lbs.	Packages.	Yards.	Packages.	Yards.	lbs.*	Bales.	lbs.
1878	26,749	41,360,798	No Records.	2,826	4,785,671	29,575	46,146,469	10,649,185	91,684	33,116,349
1879	34,045	53,357,406	Do.	2,555	4,748,350	36,600	58,105,756	13,419,343	89,667	32,833,123
1880	32,705	54,164,246	Do.	2,380	4,663,476	35,085	58,827,722	13,586,079	115,434	42,618,335
1881	27,777	49,081,034	Do.	2,219	5,174,794	29,996	54,255,828	12,530,214	119,590	44,100,909
1882	34,798	56,986,687	Do.	2,405	5,369,753	37,203	62,356,440	14,401,025	140,486	53,115,882
1883	49,048	75,522,989	17,814,551	2,353	5,169,673	51,401	80,692,662	18,635,719	164,338	62,813,128
1884	45,432	70,533,605	16,551,064	2,429	4,630,992	47,861	75,164,597	17,359,029	197,827	75,755,931
1885	43,872	71,184,739	16,152,396	2,820	5,988,074	46,692	77,172,813	17,822,821	223,722	86,693,377
1886	42,888	68,171,065	15,853,991	2,219	5,258,994	45,107	73,430,059	16,958,443	272,300	106,024,856
1887	49,399	79,400,234	18,501,205	2,029	4,921,099	51,428	84,321,333	19,471,900	299,581	117,074,663
1888	57,174	88,797,228	21,500,740	3,074	5,636,166	60,248	94,433,389	21,809,097	343,030	134,622,583
1889	50,470	78,140,482	18,176,366	2,599	4,837,045	53,069	82,977,527	19,163,401	384,729	150,497,237
1890	57,385	85,166,237	20,447,589	2,294	4,887,121	59,679	90,053,358	20,797,588	440,220	171,993,173
1891	58,980	88,523,452	20,957,195	2,679	5,540,421	61,659	94,063,873	21,723,758	465,399	181,645,149
1892	67,305	99,754,268	23,083,693	3,210	6,837,067	70,515	106,591,330	24,616,935	487,773	190,705,398
1893	66,389	97,366,292	23,169,762	3,661	6,561,214	70,050	103,927,506	24,001,733	412,584	159,960,286
1894	82,151	118,960,211	29,105,588	4,057	6,360,875	86,208	125,321,090	29,696,940	468,995	182,123,551
1895	92,353	128,463,625	31,723,691	5,726	8,809,449	98,079	137,273,074	32,529,164	496,421	192,602,163
1896	87,364	122,974,132	31,520,976	6,411	9,854,183	93,775	132,828.315	33,207,079	584,599	229,346,959

* *N.B.*—The Weights have been arrived at by dividing the length in yards by 4·33, the average weight of the Grey and Bleached Cloths exported up to 1893; in 1894 and 1895 by 4·22 and in 1896 by 4·00.

Exports of Indian Manufactured Yarns by Sea and Rail (Reduced to Bales of 400 lbs. each).

January 1st to Dec. 31st.	To China.	To Japan.	Total to China and Japan.	Total to other Ports.	Total Exports by Sea.	Total Exports by Rail.*	Total Exports by Sea and Rail.
1877	28,516	142	28,658	34,512	63,170	17,258	80,428
1878	45,933	1,745	47,678	35,113	82,791	13,938	96,729
1879	45,530	4,842	50,372	31,711	82,083	11,072	93,155
1880	63,194	4,527	67,721	38,825	106,546	14,092	120,638
1881	61,783	7,378	69,161	41,092	110,253	14,333	124,586
1882	81,434	9,854	91,288	41,502	132,790	14,400	147,190
1883	94,982	17,421	112,403	42,130	154,533	9,091	163,624
1884	127,318	13,846	141,164	48,226	189,390	6,049	195,439
1885	154,517	19,020	173,537	43,197	216,734	5,129	221,863
1886	199,407	20,543	219,950	45,103	265,053	4,649	269,702
1887	205,158	39,730	244,888	47,799	292,687	3,451	296,138
1888	234,071	52,697	286,768	49,789	336,557	2,250	338,807
1889	254,697	62,220	316,917	59,326	376,243	1,615	377,858
1890	325,060	37,722	362,782	67,201	429,983	13,942	443,925
1891	365,038	10,939	375,977	78,136	454,113	9,147	463,260
1892	385,771	21,445	407,216	69,547	476,763	7,850	484,613
1893	297,572	14,198	311,770	88,130	399,900	9,139	409,039
1894	338,703	10,743	349,446	105,863	455,309	10,388	465,697
1895	74,119	2,515	376,634	104,871	481,505	7,443	488,948
1896	471,023	2,467	473,490	99,877	573,367	6,274	579,641

* Compiled from returns received from the Railway Companies.

EXPORTS OF BOMBAY MANUFACTURED COTTON PIECE-GOODS AND YARNS FROM BOMBAY PORT ONLY. 1895-96.

From Official Returns.] [*Year ending 31st March.*

EXPORTED TO	Length and Weight.							Value.					
	Piece Goods.		Yarns.	Percentage of		Total Weight.		Lakhs of Rupees.		Percentage of			
	Millions of [0000's omitted.]			Goods.	Yarns	Millions of lbs. [0000's omitted].	Percentage	[0000's omitted.]		Goods.	Yarns.	Total Value in Lakhs of Rupees [0000's omitted.]	Percentage.
	Yards.	lbs.	lbs.	%	%		%	Goods.	Yarns.	%	%		%
Foreign Ports	69·70	*17·42	172·37	30·48	82·69	189·79	71·45	†92·68	629·60	31·96	82·06	‡722·28	68·27
Indian Ports	73·10	*18·28	31·92	31·97	15·31	50·20	18·89	98·20	122·84	33·86	16·14	221·04	20·89
Interior by Rail	*85·87	21·47	4·16	37·55	2·00	25·63	9·66	99·11	15·68	34·18	1·80	114·79	10·84
Total Indian ...	158·97	39·75	36·08	69·52	17·31	75·83	28·55	197·31	137·52	68·04	17·94	335·83	31·73
Grand Total...	228·67	57·17	208·45	100·00	100·00	265·62	100·00	289·99	767·12	100·00	100·00	1058·11	100·00

* Assuming 4·00 yards to be equivalent to 1 lb. and *vice versa* (reduced from 4·33 yards in previous years.)
† Piece Goods only: value including all other sorts (Handkerchiefs, Hosiery, &c., &c.) 98·97 lakhs or
‡ Inclusive of Yarns 728·51 lakhs of rupees.

1894-95.

Foreign Ports	67·77	*15·65	147·03	30·13	78·96	162·68	68·32	†87·32	525·79	32·34	77·99	‡613·11	64·94
Indian Ports	63·97	*14·77	34·71	28·44	18·64	49·48	20·77	80·42	132·34	29·75	19·64	212·76	22·53
Interior by Rail	*93·19	21·51	4·46	41·43	2·40	25·97	10·91	102·22	15·99	37·91	2·37	118·21	12·53
Total Indian...	157·16	36·28	39·17	69·87	21·04	75·45	31·68	182·64	148·33	67·66	22·01	330·97	35·06
Grand Total...	224·93	51·93	186·20	100·00	100·00	238·13	100·00	269·96	674·12	100·00	100·00	944·08	100·00

* Assuming 4·33 yards to be equivalent to 1 lb. and *vice versa*.
† Piece Goods only: value including all other sorts (Handkerchiefs, Hosiery, &c., &c.) 91·99 lakhs or
‡ Inclusive of Yarns 617·78 lakhs of rupees.

1893-94.

Foreign Ports...	53·98	*12·46	125·47	27·23	78·71	137·93	67·23	68·76	465·08	27·62	77·72	533·84	63·00
Indian Ports	53·85	*12·43	31·31	27·16	19·64	43·74	21·32	67·34	122·99	27·05	20·55	190·34	22·46
Interior by Rail	*90·44	20·87	2·62	45·61	1·65	23·49	11·45	112·84	10·29	45·33	1·73	123·13	14·54
Total Indian...	144·29	33·30	33·93	72·77	21·29	67·23	32·77	180·18	133·28	72·38	22·28	313·47	37·00
Grand Total...	198·27	45·76	159·40	100·00	100·00	205·16	100·00	248·94	598·36	100·00	100·00	847·31	100·00

1892-93.

Foreign Ports...	62·54	*14·44	170·79	33·45	86·53	233·33	80·89	78·69	614·09	35·20	85·82	692·78	73·77
Indian Ports	47·54	*10·98	22·44	25·43	11·36	33·42	11·58	55·35	86·27	24·76	12·05	141·62	15·08
Interior by Rail	*75·56	17·75	3·94	41·12	2·11	21·69	7·53	89·48	15·14	40·04	2·13	104·62	11·15
Total Indian...	123·10	28·73	26·38	66·55	13·47	55·11	19·11	144·83	101·41	64·80	14·18	246·24	26·23
Grand Total...	185·64	43·17	197·17	100·00	100·00	288·44	100·00	223·52	715·50	100·00	100·00	939·02	100·00

* Assuming 4·33 yards to be equivalent to 1lb. and *vice versa*. The value of Goods despatched by Rail is based on the value of exports to Indian Ports.

Foreign Countries to which Grey Cotton Piece Goods of Bombay Manufacture have been exported since 1889-90.

FROM GOVERNMENT RETURNS) (*Years ending 31st March.*

Descriptions.	To	In Millions of yards (0000's omitted).						
		1895-96.	1894-95.	1893-94.	1892-93.	1891-92.	1890-91.	1889-90.
T. Cloths ...	Mozambique	4·16	3·72	3·11	2·71	3·13	1·84	1·86
	Zanzibar	6·30	7·18	4·31	4·01	3·39	2·54	2·09
	Aden	·75	·60	·82	·38	·30	·39	·25
	China—Hongkong	2·16	·47	·65	·51	·06	...	·02
	Do. Treaty Ports*... ...	7·31	4·21	2·23	7·17	5·22	3·80	1·21
	Mekran and Sonmiani... ...	·13	·13	·01	·30	·21	·11	·10
	Abyssinia	·65	1·13	3·18	1·69	1·22	·97	·89
	Other Countries	2·81	3·35	2·08				
	Total...	24·27	20·79	16·39	16·77	13·53	9·65	6·42
Sheetings ...	Abyssinia	2·95	3·45	1·84	·97	·62	1·63	1·37
	Mozambique	1·61	1·72	2·74	6·47	4·81	5·03	5·11
	Zanzibar	5·84	5.16	6·39	8·65	13·75	14·09	9·98
	Aden	1·80	3·12	2·38	1·82	.77	·92	1·32
	Arabia	·68	1·28	·65	·73	·59	·57	·44
	China—Treaty Ports* ...	·84	·02	·06	·13	...	·80	...
	Other Countries	1·52	1·85	·68	·82	1·34	·36	1·06
	Total...	15·24	16·60	14·74	19·59	21·88	23·40	19·28
Domestics ...	Aden	8·59	8·46	4·66	5·61	5·51	5·93	9·20
	Arabia	·25	·33	·15	·43	·44	·54	·09
	Other Countries	·27	·27	·08	·04	·09	·02	·05
	Total...	9·11	9·06	4·89	6·08	6·04	6·51	9·34

Drills and Jeans...	Zanzibar...	...	.....	.....	.....	·01	.....	·11
	Aden	...	.....	.....	.....	.....	.....	...
	Other Countries	·02	·01	·07	·19	·03	·05	·08
	Total...	·02	·01	·07	·19	·04	·05	·19
Long Cloths ...	Abyssinia	2·18	1·31	1·45	1·87	·99	2·04	·48
	Mozambique	...	·02	·01	·07	·28	·11	·49
	Zanzibar...	·30	·52	·62	·57	·23	·44	·24
	Aden	1·74	3·58	2·23	2·10	3·47	3·98	2·78
	China—Treaty Ports*... ...	2·50	·96	1·52	3·20	1·10	·28	·02
	Arabia	1·19	1·80	1·51	1·54	1·19	·82	·43
	Persia	·55	·75	·42	·70	·35	·35	·51
	Straits	·15	·19	·11	·02	·02	·08	·09
	Turkey in Asia...	2·44	2·90	1·94	1·65	2·27	1·19	1·47
	Egypt	1·68	·88	1·10	·95	·74	1·04	·43
	Other Countries	·13	·16	·26	·07	·04	·02	
	Total...	12·86	13·07	11·17	12·74	10·68	10·35	6·94
Chudders... ...	Aden	·66	·92	·55	·22	·15	·11	·12
	Zanzibar...	1·27	1·27	·88	1·04	1·13	·79	·80
	Other Countries	1·05	·99	·58	·40	·33	·21	·21
	Total...	2·98	3·18	2·01	1·66	1·61	1·11	1·13
Dhooties	Aden	·03	·06	·06	·16	.....	.....	...
	Other Countries	·30	·27	·27	·19	·02	·03	·03
	Total...	·33	·33	·33	·35	·02	·03	·03
Other Sorts... ...	Total...	·09	·10	·01	·03	·16	·20	·19
	Grand Total...	64·90	63·14	49·61	57·41	53·96	51·30	43·52

*Almost entirely to Shanghai.

Descriptions of Grey Cotton Piece Goods of Bombay manufacture exported to Foreign Ports since 1889-90.

From Government Returns.] [*Years ending 31st March.*

DESCRIPTIONS.	In Millions of Yards (0000's omitted.)						
	1895-96.	1894-95.	1893-94.	1892-93.	1891-92.	1890-91.	1889-90.
T. Cloths	24·27	20·79	16·39	16·77	13·53	9·65	6·42
Sheetings	15·24	16·60	14·74	19·59	21·88	23·40	19·28
Domestics	9·11	9·06	4·89	6·08	6·04	6·51	9·34
Drills and Jeans ...	·02	0·01	·07	·19	·04	·05	·19
Long Cloths	12·86	13·07	11·17	12·74	10·68	10·35	6·94
Chudders	2·98	3·18	2·01	1·66	1·61	1·11	1·13
Dhooties	·33	·33	·33	·35	·02	·03	·03
Other Sorts	·09	·10	·01	·03	·16	·20	·19
Total Millions of Yards ...	64·90	63·14	49·61	57·41	53·96	51·30	43·52
Total Lakhs of Rupees ...	80·54	75·95	57·59	65·62	61·12	58·90	48·06

Qualities of Yarns of Bombay Manufacture Exported to Foreign Ports since 1888-89.

From Government Returns.] [*Years ending 31st March.*

DESCRIPTIONS.	In Millions of lbs. (000's omitted.)							
	1895-96.	1894-95.	1893-94.	1892-93.	1891-92.	1890-91.	1889-90.	1888-89.
Mule No. 15s and under	49·37	43·63	35·74	55·99	44·11	41·26	31·87	23·61
„ „ 16s to 24s	121·65	101·99	88·37	113·70	109·78	115·72	99·11	98·90
„ „ 25s to 32s	·21	·42	·41	·20	·30	·72	·39	·09
„ „ 33s to 44s	·02	·10	·05	·02	·02	·04	·04	·03
Total ...	171·25	146·14	124·57	169·91	154·21	157·74	131·41	122·63
Water No. 20s and under	·01	·03	·11	·08	·24	·23	·30	·09
„ „ 21s to 30s	...	...	·05	...	·29	·09	·02	...
„ „ 31s to 40s	·01	...	·03	·01	·02	·02	...	...
Total ...	·02	·03	·19	·09	·55	·34	·32	·09
Colored Yarns ... Total ...	1·10	·86	·70	·78	·59	·30	·29	·30
Total Yarns ...	172·37	147·03	125·46	170·78	155·35	158·38	132·02	123·02

Foreign Countries to which Yarns of Bombay Spinning have been exported since 1888-89.

From Government Returns.] [*Years ending 31st March.*

Quality.	To	In Millions of lbs.							
		1895-96.	1894-95.	1893-94.	1892-93.	1891-92.	1890-91.	1889-90.	1888-89.
Mule No. 15s. and under	Aden	·86	1·50	·99	·71	1·47	1·28	1·14	·85
	Japan	...		·03	·20	·01	·19	·06	1·29
	China, Hongkong	35.78	33·71	24·87	43·95	33·14	30·45	28·24	19·27
	China, Treaty Ports*	12·13	7·74	9·61	10·91	9·17	9·10	2·25	2·10
	Other Countries...	·60	·68	·24	·22	·32	·24	·18	·10
	Total ...	49·37	43·63	35·74	55·99	44·11	41·26	31·87	23·61
16s to 24s. ...	Aden	·42	·54	·41	·29	·52	·38	·45	·31
	Japan	1·21	2·58	5·64	6·82	6·67	11·50	22·18	21·42
	China, Hongkong	53·00	57·12	42·31	53·71	50·09	47·98	51·84	57·68
	China, Treaty Ports*	62·58	35·05	35·54	50·32	47·18	52·80	22·30	17·23
	Straits	2·54	4·25	2·83	1·25	3·41	1·81	1·31	1·48
	Other Countries	1.90	2·45	1·64	1·31	1·91	1·25	1·02	·78
	Total ...	121·65	101·99	88·37	113·70	109·78	115·72	99·10	98·90
Above No. 24s. ...	Total ...	·23	·52	·46	·22	·32	·76	·43	·12
	Total Mule ...	171·25	146·14	124·57	169·91	154·21	157·74	131·40	122·63
Water	„ Water ...	·02	·03	·19	·09	·55	·34	·33	·09
Colored	„ Colored ...	1·10	·86	·70	·78	·59	·30	·29	·30
	Grand Total ...	172·37	147·03	125·46	170·78	155·35	158·38	132·02	123·02
	Value in Lakhs of Rs.	629·60	525·80	465·05	614·08	555·55	614·14	537·31	497·12

* Almost entirely to Shanghai.

RECEIPTS at, and Exports from Bombay Port, also Mill consumption in the Island of Bombay. In thousands of Bales (000's omitted). *Years ending 30th June.*

Years ending 30th June	Receipts	EXPORTS TO			Mill Consumption.	Total.	Years ending 30th June	Receipts	EXPORTS TO			Mill Consumption.	Total.
		Europe.	Elsewhere.	Total.					Europe.	Elsewhere.	Total.		
1859	...	490	152	642			1877	1,141	920	38	958	161	1,119
							1878	961	800	46	846	204	1,050
1860	...	566	202	768	Max. up to t	Exports his year.	1879	832	652	64	716	181	897
							1880	1,171	874	34	908	220	1,128
1861	...	835	61	896	Americ	an War. In	1881	1,244	874	60	934	273	1,207
1862	...	911	8	919	'63 & '64	Bombay	1882	1,832	1,521	87	1,608	277	1,885
1863	...	867	3	870	import	ed Cotton	1883	1,770	1,335	95	1,430	313	1,743
1864	...	1,065	1	1,066	from	China.	1884	1,759	1,295	100	1,395	348	1,743
1865	...	1,187	14	1,201	42	1,243	1885	1,139	791	70	861	392	1,253
1866	...	1,277	5	1,282	46	1,328	1886	1,480	1,009	61	1,070	391	1,461
1867	...	1,030	48	1,078	47	1,125	1887	1,703	1,147	40	1,187	454	1,641
1868	...	1,225	56	1,281	48	1,329	1888	1,472	893	58	951	500	1,451
1869	...	1,115	50	1,165	49	1,214	1889	1,851	1,286	46	1,332	565	1,897
1870	...	967	39	1,006	50	1,056	1890	2,235	1,488	71	1,559	636	2,195
1871	1,085	1,002	48	1,050	52	1,102	1891	2,020	1,070	107	1,177	762	1,939
1872	1,151	1,079	34	1,113	53	1,166	1892	1,770	905	202	1,107	728	1,835
1873	978	917	34	951	67	1,018	1893	1,738	816	169	985	724	1,709
1874	1,311	1,192	25	1,217	83	1,300	1894	1,769	908	159	1,067	731	1,798
1875	1,345	1,285	20	1,305	135	1,440	1895	1,540	525	143	668	815	1,483
1876	1,073	980	35	1,015	147	1,162	1896	2,151	800	346	1,146	849	1,995

Exports of Cotton, Wool, Linseed, Rape Seed, Gingelly Seed, Wheat and Myrabollams from Bombay to Europe (including Port Said for orders) from the year 1876 *to* 1896.

Year.	Cotton.	†Wool.	Linseed.	Rape Seed.	Gingelly Seed.	Wheat.	Myrabollams.
	F. P. Bales.	F. P. Bales.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.
1876	984,191	64,902	2,683,189	416,256	351,510	1,210,313	170,561
1877	839,464	51,845	1,953,209	733,381	269,949	1,183,763	171,908
1878	726,484	64,259	682,878	550,292	426,970	236,153	269,898
1879*	641,457	65,667	480,261	223,414	534,837	120,148	152,627
1880*	922,050	84,418	1,711,202	217,553	528,406	1,948,681	257,701
1881*	1,002,763	63,381	2,081,783	737,315	989,662	9,364,804	192,844
1882*	1,459,924	69,151	3,192,310	710,222	1,113,712	8,351,492	328,300
1883	1,335,468	61,385	4,253,614	1,230,959	1,446,400	9,713,838	344,480
1884	1,231,057	54,534	4,241,773	1,369,165	1,366,430	7,296,654	276,072
1885	742,155	56,783	5,224,973	1,754,878	1,360,031	10,851,235	506,089
1886	1,073,416	68,661	3,554,189	1,441,584	1,224,552	12,356,690	512,095
1887	1,111,931	57,169	2,407,532	1,055,912	1,534,750	9,248,564	511,826
1888	887,047	58,061	2,761,121	1,892,459	810,217	9,660,701	444,790
1889	1,323,496	69,004	2,159,194	2,296,192	942,834	6,100,879	660,515
1890	1,439,921	62,620	2,492,658	806,187	1,102,814	5,452,881	489,976
1891	1,028,417	56,695	4,773,505	1,462,833	1,243,077	13,310,857	486,222
1892	954,243	53,275	3,805,823	1,758,459	1,227,560	9,374,762	620,133
1893	857,771	49,538	4,319,264	4,275,862	1,510,317	5,043,690	563,053
1894	797,070	54,678	5,389,941	3,306,108	1,126,418	1,561,048	1,076,482
1895	624,465	61,586	2,639,749	1,829,827	1,379,335	2,522,933	775,582
1896	772,258	58,520	3,214,613	1,495,463	1,186,842	1,429,572	839,314

* Including transhipments in Harbour. † Including goat hair.

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